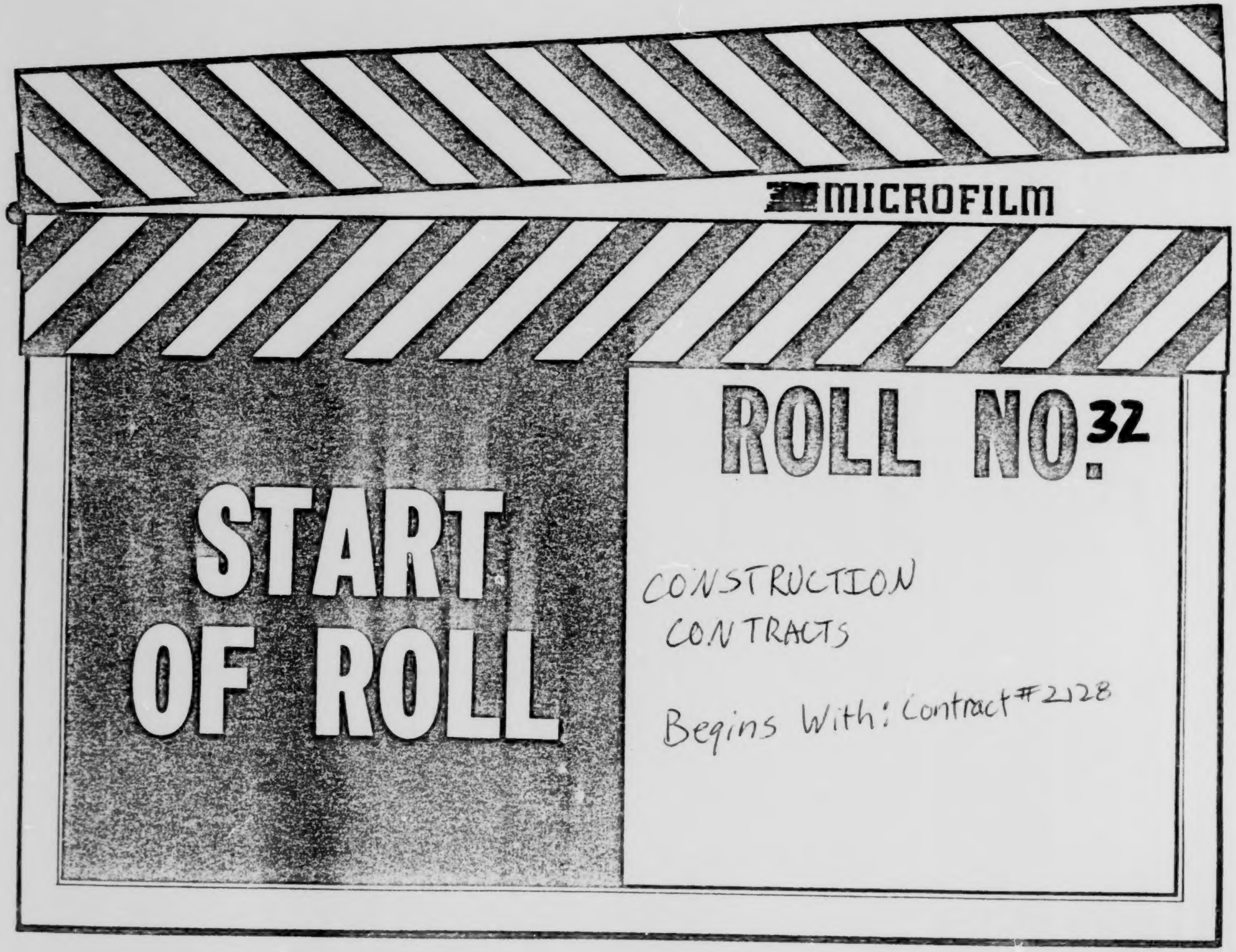

START OF ROLL

ROLL NO. 32

CONSTRUCTION
CONTRACTS

Begins With: Contract #2128

CONTRACT# [redacted] 2128

10-1114 Umpqua River Bridge Sec., 1938
Pacific Hwy.
2128

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OFFICE COPY

OFFICE COPY

10-1114

4-6

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the part of the minutes of the Oregon State Highway Commission, relating to the resolution of the Commission accepting Contract No. 2128, with C. J. Montag & Sons, for construction of a bridge and approaches on the Umpqua River Bridge Section of the Pacific Highway, in Douglas County, as the same appears in the minutes of November 3, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 8th day of November, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

46

46 WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and said jobs are now ready for acceptance:

* * * *

46 Contract No. 2128, with C. J. Montag & Sons, for construction of bridge and approaches on the Umpqua River Bridge Section of the Pacific Highway, in Douglas County. Completed October 21, 1939.

* * * *

47 THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

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10-1114

STATE OF OREGON)
(ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the part of the minutes of the Oregon State Highway Commission, relating to the extension of time on Contract No. 2128, with C. J. Montag & Sons, for construction of a bridge over the Umpqua River on the Pacific Highway, in Douglas County, as the same appears in the minutes of November 3, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 13th day of November, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, November 3, 1939

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

25a

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Huron W. Clough, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * *

The Commission had under consideration the following requests for extensions of time within which to complete highway construction projects:

28a

* * * * * *

C. J. Montag & Sons, Contract No. 2128, for the construction of a bridge over the Umpqua River on the Pacific Highway, in Douglas County, requested an extension of time of two months, from September 4 to November 4, 1939, within which to complete this project. They attributed their failure to complete the project within the specified time limit to high water conditions in the Umpqua River which prevented the moving of the old bridge structure to a new location for use as a traffic detour, pending completion of the new structure, until the high water had receded. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is substantially correct. He also advised that the construction work on the bridge was far enough advanced to permit the opening of the structure for traffic use on September 18, 1939, and that the bridge has been in constant use by the traveling public since that time. He recommended in view of the circumstances that the extension of time now requested be granted without penalty. The Commission approved the recommendation unanimously.

41

* * * * * *

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NOV 1[illegible] 1939
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10 - 1114

November 15, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2128, for the construction of a bridge over the Umpqua River near Dillard on the Pacific Highway in Douglas County, has been completed by the contractors, C. J. Montag & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 25, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $109,232.40, including the final payment. Ofthis amount $1,049.51 covered the payment of an adjustment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2128

10-1114

November 8, 1939

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

In response to your inquiry of November 7th you are advised that the C. J. Montag & Sons, contract No. 2128, Bridge over the Umpqua River near Dillard in Douglas County, was completed September 21, 1939. This contract was accepted November 3, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
NOV 8 - 1939
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

November 7, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: C. J. Montag & Sons
Contract No. 2128

Will you please advise us if the above contract has been completed? If so, kindly give us the completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

Form E-1—5M—3-39

✓

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 28, 1939

Section Umpqua River Bridge

Kind of work Grading, Paving & Bridge

Highway Pacific

Section prefix 10-1114

Contractor C.J. Montag & Sons

Contract number 2128

Date of contract Nov. 19, 1938

Date of completion Sept. 4, 1939

Date work started Dec. 1, 1938

Estimated date of completion , 193

Amount of contract $191,992

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering $108,355

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5879, 0.0494 %

Date project was completed Oct. 21, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate this week and turned into Division office.

C J Ford

Signed A.J. Ford, Res. Engr.,

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

10-1114

RECEIVED
OCT 20 1939
FOR FILING

October 19, 1939

Shell Oil Company,
1220 S. W. Morrison Street,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of October 18th concerning the C. J. Montag & Sons Contract No. 2128, Bridge over the Umpqua River in Douglas County.

You are advised that this contract was approximately 90% complete on October 1st. The specified date of completion is November 4th. The total amount paid the contractors to date is $95,758.02, and the retained percentage is $10,639.78.

Very truly yours,

Secretary.

Dict. by J. McFarland.

A-1114

RECEIVED
OCT 20 1939
FOR FILING

October 19, 1939

Shell Oil Company,
1220 S. W. Morrison Street,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of October 18th concerning the C. J. Montag & Sons Contract No. 2128, Bridge over the Umpqua River in Douglas County.

You are advised that this contract was approximately 90% complete on October 1st. The specified date of completion is November 4th. The total amount paid the contractors to date is $95,758.02, and the retained percentage is $10,639.78.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2128

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 18, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: C. J. Montag and Sons
Contract No. 2128

Will you kindly favor us with a progress report on the above mentioned job? If the work has been completed, please state completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

J Douglas

Form E-30—[illegible]

RECEIVED
OCT - 1939

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
10-1114
October 7, 1939

From: G. S. Paxson
Bridge Engineer

To: Mr. R. H. Baldock
State Highway Engineer

Subject: Time extension, South Dillard Bridge over the Umpqua River
Contract No. 2128, C. J. Montag & Sons, Contractors

Herewith application of the contractor for an extension of time of 60 days from September 4, 1939, to November 4, 1939, in which to complete the work on this project. This is accompanied by consent of surety. The reasons for the extension as set forth in his attached letter are substantially correct.

This bridge was opened to traffic on September 18 and has been in use since that time. This is a PWA job, and the PWA officials have ruled that, since the job was substantially complete before the docket completion date of October 1, an extension of the docket will not be necessary.

It is recommended that the time extension requested be granted without penalty.

G. S. Paxson
Bridge Engineer

GSP:TH
Att.
cc: H. B. Glaisyer

FORM 5-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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APR 25 1939
OREGON
STATE HIGHWAY COMMISSION

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APR 2_ 1939
FOR FILING

10-1119

April 24, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

Reference is made to your letter of April 22d relative to Insurance Policies in connection with the sub-contract on the Umpqua River Bridge between the present contractor and the United Contracting Company.

Mr. Dresser advised he is holding the sub-contract, pending receipt of the non-collusion affidavit. As soon as the affidavit is turned in to him, we will forward all of the data to your office.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

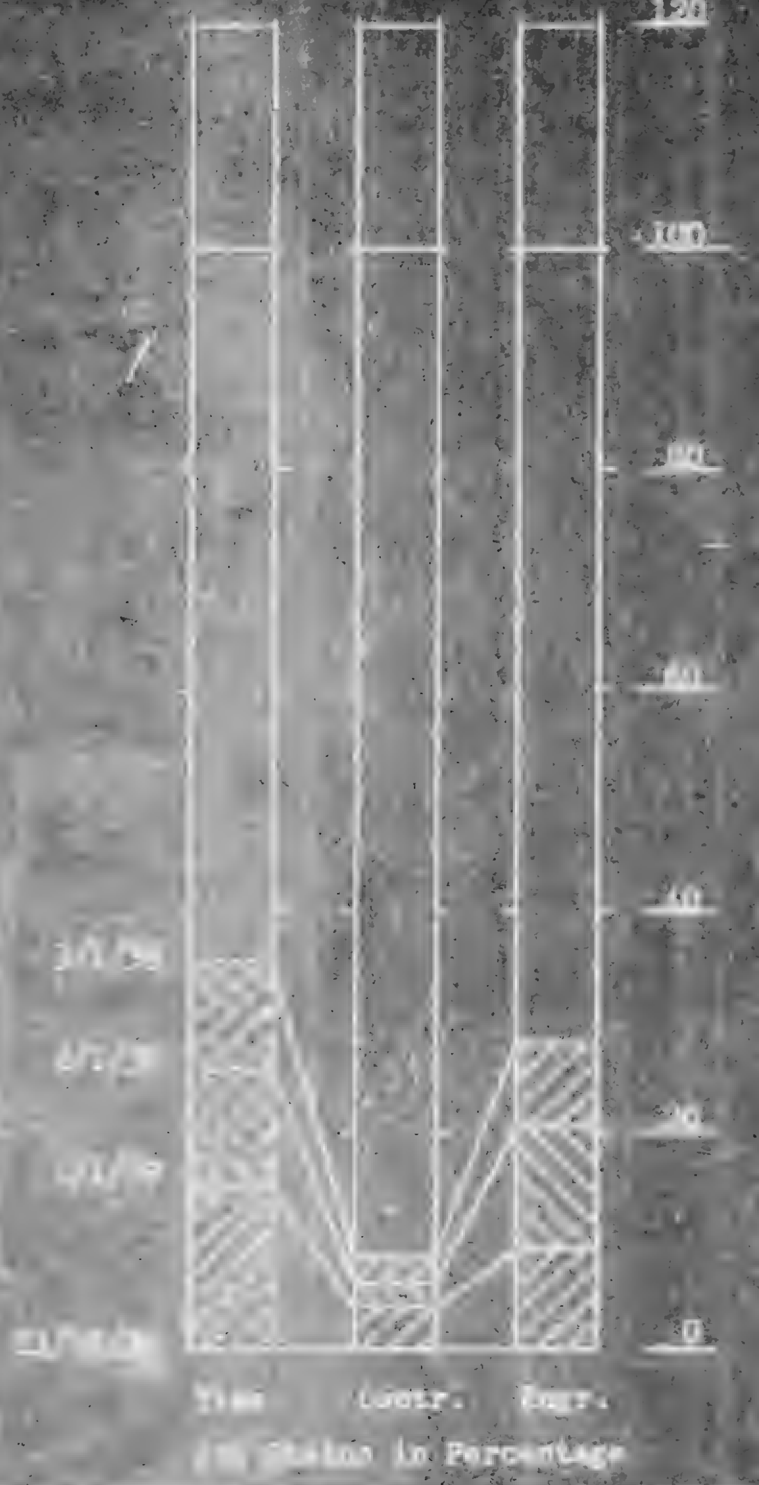
R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

PROJECT [illegible]
DESCRIPTION [illegible]
CONTRACTOR [illegible]
[illegible] [illegible]
CONTRACT AMOUNT [illegible]
DATE OF CONTRACT [illegible]
WORK ORDER [illegible]
COMPLETION DATE [illegible]
DATE COMPLETED [illegible]
JOB [illegible] CONTRACT [illegible]

Contractor's Estimate				[illegible]		To Complete	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]



Job Status in Percentage

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB

March 7, 1939

10-1114

Mr. C. C. Heckley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Umpqua River Bridge
Docket No. Oregon 1296-F

We are enclosing four certified copies of the excerpts from the minutes of the meeting of the Highway Commission and the resolution accepting the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VN
cc: H. B. Glaisyer ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 7, 1939

10-1114

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Umpqua River Bridge
Docket No. Oregon 1298-F

We are enclosing four certified copies of the excerpts from the minutes of the meeting of the Highway Commission and the resolution accepting the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
cc: H. B. Glaisyer ✓

FORM 2-S-1 6M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

4-0

February 4, 1939

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action, which will effect the acceptance of the PWA's offer to aid by way of grant in financing the construction of the Umpqua River Bridge.

If this resolution meets with your approval, please pass it on to the Secretary, so that he can present it before the Commission at its next meeting.

APPROVED
J. M. Devers
ATTORNEY FOR HWY. COMM.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR Commission action
J. M. DEVERS

CAG:VM
Attachments

M

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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STATE

Jan. 5, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: G. S. Paxson
Bridge Engineer

Dear Sir:

Re: Umpqua River Bridge
Docket No. Oregon 1296-F

I have your letter of January 4th stating that an insurance policy had been delivered to your office to cover sub-contract to be done by Charles Reeves on the South Dillard Bridge.

H. O. Montag has just informed me that he has decided not to sub-contract the placing of reinforcing steel, and that the Insurance Agency would probably call for the policy within a few days.

Very truly yours,

Marshall Dresser

Marshall Dresser
Resident Bridge Engr.

MD:G

CC: Baldock
Lytle

FORM 5-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

10-1114

January 5, 1939

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Umpqua River Bridge
Docket No. Oregon [illegible]

Please consider this as a request for an amendment to our original application for grant to aid in financing the construction of the above-named job. In accordance with [illegible] Bulletin 25, we offer the following data in support of our request for an amendment to the application.

A-1. The Highway Commission has authorized R. H. Baldock, State Highway Engineer, to present to PWA a request for an amendment to the original application.

a. The description of the project as presented under the original application still stands. There is no change in the items of work originally planned and stated in the original application.

b. The specific change in the application is requested as follows:

(1) Increase the total estimated cost of the project from $121,452.50, as shown on the original application, to $132,335.00, the revised estimate of cost.

(2) Increase the grant allotment from $54,652.00, as shown on the original application, to $59,550.75, or 45% of the revised estimate of cost to construct the project. (See Section A-2. of this letter for a detail of the revised estimate of cost to construct.)

c. Funds in the amount of 55% of the total estimated cost will be supplied by the Highway Commission from general highway revenues. These funds are available at this time and are on deposit with the Treasurer of the State of Oregon.

A-2. Estimates of the cost of the project are detailed below. The estimate submitted with the original application was general, as all of the details in connection with the job had not been developed at the time the application was submitted. In comparing the application estimate with the revised or detailed estimate, we do not consider the extra items shown as a change in plan, but as a development of detail. An estimate made by this department, after plans and specifications were completed, indicates that $120,780.50 would be a fair and reasonable cost of the construction work. The low bid submitted (detailed below) substantiates this figure.

Application Estimate
August 1, 1938

Preliminary Expense		$300.00
Right of Way		850.00
Construction (Contract)		
Roadway Grading	$6,920.00	
Drainage	260.00	
Surfacing	11,812.50	
Structure	90,000.00	
Contingencies	4,500.00	
Total Construction		113,492.50
Engineering		6,810.00
Total of application estimate		$121,452.50

FORM 8-1

Revised Estimate

I. Preliminary			$ 300.00
II. Right of Way			850.00
III. Construction			
Contract:			
Clearing and Grubbing	all	500.00	
Trench Excavation	400 cu. yds. at $1.00	400.00	
Excavation, Single Classification	27,000 cu. yds. at .35	9,450.00	
Truck Haul	26,000 yd. mis. at .12	3,120.00	
Finish Roadbed & Slopes	0.61 mi. at 300.00	183.00	
Rounding Cutbanks	1,000 lin. ft. at .10	100.00	
12" Concrete Pipe	30 lin. ft. at 1.50	45.00	
Gravel Topping	3,200 cu. yds. at .55	1,760.00	
3/4"-0" Gravel in Base Surfacing and Shoulders	700 cu. yds. at 1.50	1,050.00	
Filler	250 cu. yds. at .50	125.00	
Hauling Filler	250 yd. mis. at .15	37.50	
Sprinkling	100 M gals. at 2.00	200.00	
Class "A" Asph. Conc.	950 tons at 6.50	6,175.00	
Cutback Asph. W.S.	250 tons at 6.50	1,625.00	
Structural Excavation Below Elevations Shown	50 cu. yds. at 10.00	500.00	
Structural Excavation	300 cu. yds. at 10.00	3,000.00	
Class "A" Concrete	420 cu. yds. at 21.00	8,820.00	
Class "D" Concrete	430 cu. yds. at 23.00	9,890.00	
Metal Reinforcement	115,000 pounds at .0375	4,312.50	
Struc. Silicon Steel	418,000 pounds at .0725	30,305.00	
Struc. Carbon Steel	378,000 pounds at .0725	27,405.00	
Steel Handrail	1,020 lin. ft. at 5.00	5,100.00	
Office for Res. Engr.	all	200.00	
Office for Govt. Inspector	all	197.00	
Remove Old Br. & Maint. Traffic	all	2,500.00	
Subtotal		$119,000.00	
4% Contingencies		4,760.00	
Total Construction			$123,760.00
IV. Engineering, 6% of III			7,425.00
V. Legal, etc.			---
VI. Interest			---
VII. Miscellaneous			---
Total			$132,335.00

PWA Share (offer limit) $59,550.75   State Share $72,784.25

Total $132,335.00

B. An election to supply the additional funds is not required.

C. Plans for the project have not been revised. They remain the same as those submitted with the contract documents before the call for bids was issued.

The State Highway Commission is endeavoring in every way to cooperate with the Public Works Administration in getting work started at the earliest possible date. In line with this, our applications were submitted in advance of detailed information on this project. As noted above, the total cost of this project has exceeded our preliminary estimates. All of this work will be done under your regulation, and all of it will provide the labor which is a primary object of your program. We would ask that the grant allotment be increased to cover the usual percentage of federal participation on such projects.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

CAS:VM
cc: C. C. Hockley - 3
R. H. Baldock
G. S. Paxson

FORM 6-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 14 1938
OREGON
STATE HIGHWAY COMMISSION

Dec. 12, 1938

IN REPLY PLEASE REFER TO FILE No.

10-1114

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

For your information, I am sending herewith a copy of a letter written by J. Ley Stacer, Resident Engineer Inspector, for the P. W. A., which letter relates to the Docket data of the South Dillard Bridge Project Ore.1290 F.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓
Smith, H. G.
Ford

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 9, 1938

IN REPLY PLEASE REFER TO FILE NO.

10-1114

NOTED
Asst. State Highway Engineer

RECEIVED
10 1938
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: W. A. Reeves

Dear Sir:

In accordance with your request of December 6th, we are returning four executed copies of form 7-1 together with the sub-contractor's insurance policy for the proposed sub-contract on the Umpqua River Bridge Section, Contract No. 2128.

Also enclosed are eight copies of P. W. A. form 96.

Please send us an additional copy of the contract and a copy of form 346 Record of Project Expenditure Authorizations.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

FORM 401 P. 4-37 5M

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

#2128 5

RECEIVED
DEC 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

16-1114

December 7, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen

It is our understanding that C. J. Montag & Son, of Portland, have a bridge job over the north fork of the Umpqua on the Pacific Highway out of Roseburg.

We anticipate furnishing petroleum products to this operation and shall therefore appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosure

RECEIVED
DEC 7 1938
FOR FILING

December 5, 1938

C. J. MONTAG & SONS
201 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2128 which was awarded to you by the State Highway Commission on November 18, 1938, covering construction of Umpqua River Bridge, on the Pacific Highway, in Douglas County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 3-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 7 1938
FOR FILING

10-1114

Dec. 5, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

I am sending herewith four copies of sub-contract executed by C. J. Montag & Sons, main contractor, and E. R. Metzger, sub-contractor, covering work to be performed on the Umpqua River Bridge, Pacific Highway, contract #2128, P. W. A. Docket #1298 F.

These have been approved by me and I would appreciate having you expedite the approval of the P. W. A. Office as the sub-contractor is anxious to start work as soon as possible.

There has been some misunderstanding regarding the insurance but this will be straightened out and the insurance policies will follow within a day or two.

Very truly yours,

K. D. LYTLE
Division Engineer

encs

KDL:G

cc: Baldock ✓

RECEIVED
DEC 6 1938
FOR FILING
10-1114

RECEIVED
NOV 2[illegible] 1938
[illegible] COMMISSION

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

November 26th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2128 - Prefix No. 10-1114,
P. W. A. Docket Number Oregon 1298-F.
C. J. MONTAG & SONS CONTRACTORS.
UMPQUA RIVER BRIDGE ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY, STATE OF OREGON.

We are today mailing to you under separate cover by express the above numbered contract in quadruplicate, performance bond having been executed by this company as of today.

We shall appreciate having one copy of this contract returned to this office when the same has been accepted by the Commissioners and State Engineer.

Also, we enclose herewith certificate in triplicate, showing that the contractors above named are covered by public liability insurance, and certificate in triplicate, showing that the contractors are carrying Contingent Public Liability insurance.

We trust that the enclosures will all be found in order.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents.
THE AETNA CASUALTY AND SURETY COMPANY

BY Phil M. Lively
Phil M. Lively
Resident Assistant Secretary.

MAB
Encls.

cc: G. Cyrus Bishop,
Office.

Policies –
Handed to [illegible] 11-28 38
FMcK

Jim –
make copy of this for Rudy [illegible]
and give them also the certificates
[illegible]

FORM 5-B-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 29 1938
FOR FILING

10-1114

November 25, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Umpqua River Bridge Section
Docket Number Oregon 1298-F

This will acknowledge receipt of your letter of November 22 (EMG: HSW).

Please be advised that we have notified the contractor of the award of the contract; and the Secretary advises that he has forwarded you a copy of this letter.

We are enclosing four certified copies of the tabulation of bids for the above named project.

Contractor's insurance, contract documents, and other data pertinent to the job will be forwarded you in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4
CC: H. B. Glaisyer

10-1114

November 22, 1938

C. J. Montag & Sons
2_1 Couch Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2128 which was awarded to you on November 18, 1938, covering the construction of the Umpqua River Bridge on the Pacific Highway, in Douglas County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office,

Your attention is also called to the provision on page 43 of the General Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

cc - Mr. W. A. Reeves

10 - 1114

November 19, 1938

C. J. Montag & Sons
201 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for grading, surfacing, and bridge construction on the Umpqua River Bridge Section of the Pacific Highway, in Douglas County. This award was based on your low bid of $119,000 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

cc - Mr. G. C. Hockley
Failing Building
Portland, Oregon

5

FORM 5-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Nove[illegible]0, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

10-1114

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Reference to the South Umpqua Bridge which is advertised for the November 18th letting.

Under separate cover we are sending you a sketch map and other data for the purpose of preparing new descriptions to eliminate the haul road on the Adams gravel bar to make a closed parcel which will bound all of the Jennie McKay property.

Will you please have the new descriptions prepared as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H
CC to
R.H.Baldock

FORM 2-E-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

(3m

RECEIVED
NOV 3 1938
FOR FILING

10-L114

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 5, 1938

RECEIVED
OCT 6 1938
LEGAL DEPT

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Umpqua River Bridge Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
JM Devers
ATTORNEY FOR HWY. COM.

CAG:VM
Attachments

27

198

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE UMPQUA RIVER BRIDGE SECTION

PWA DOCKET NO. OREGON 1298-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Douglas County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 21 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Carpenters	$1.12½
Structural steel workers	1.37½
Structural steel workers, hoist and derrick	1.37½
Reinforcing iron workers	1.12½
Concrete mixer (5 sacks and over mfr. rated cap.)	1.20
Concrete mixer (under 5 sacks mfr. rated cap.)	1.00
Pumpman (6" suction and over)	1.00
Derrick operator (hook)	1.37½
Painters	1.10
Pile driver engineer	1.37½
Pile driver boomman	1.31 1/4
Pile driver man	1.25
Concrete finisher	1.12½
Burner man or drier	.90
Pugmixer man	.90
Rakers	.90
Spreaders	.75
Head ribbon setter	1.00
Truck drivers (3 ton and over mfr. rated cap.)	.85
Truck drivers (1½ ton and under mfr. rated cap.)	.75
Shovel operator (1 yard and under)	1.25
Tractor operator (75 H.P. and over with attachments)	1.25
Tractor operator (75 H.P. & over without attachms.)	1.00
Tractor operator (35 to 75 H.P.)	1.00
Tractor operator (under 35H.P.)	.85
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Umpqua River Bridge Project, in Douglas County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Umpqua River Bridge Project, in Douglas County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

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IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-A-1 10M 6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
RECEIVED
20 1938

OREGON STATE HIGHWAY COMMISSION

SALEM

10-1114

IN REPLY PLEASE
REFER TO FILE NO.

Sept. 22, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Attached is Statement of Material Sources and Stock Pile Sites necessary in connection with the Adams Bridge Section of the Pacific Highway. This bridge is located at mile point 211.5.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

enc

cc: Baldock

FORM 8-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 19 1938

10-1114

Sept. 16, 1938

R. H.Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

In connection with the palsn and specifications for the bridge at mile point 211.5 on the Pacific Highway which are being sent to you today, I wish to call your attention to the fact that there are two estimates on this job.

We originally planned not to pave the ten degree curve at the south end of the job but after some study, we decided to make up an estimate which included this pavement. Therefore, the one estimate covers only the construction of rock shoulders at the ten degree curve, and the other estimate covers the paving of same.

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

34

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 13, 1938

10

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution for the Commission's action which will effect the acceptance of the PWA offer to aid by way of grant in financing the construction of the Umpqua River Bridge on the Pacific Highway in Douglas County, PWA Docket No. Oregon 1298-F. If this resolution meets with your approval, please turn it over to the secretary so that he may bring it before the Commission at their next meeting.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

CAG DK
Enclosures

FORM 8-A-4 10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING

14-1114

RECEIVED

August 11, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: W. A. Reeves

Dear Sir:

In accordance with your telephone conversation with Mr. Lytle, this morning, we are sending the vicinity map for the proposed new bridge at mile point 21.83, Pacific Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc Baldock ✓

NOTE
C. B. McCullough

FORM S-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 25 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

10-1114

July 22nd, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

On the survey of the two new Umpqua bridges at M.P. 207.7 and 211.5, I would use a 50 M-60 standard section "Class C" roadbed, with a 20-foot black pavement. Since this is an alternate line a Class C roadbed should be ample.

50 M-60 is the new designation for that type of highway as adopted by the Bureau of Public Roads. The interpretation of this phraseology with complete tables will be forwarded in the near future, but the old Class C standards are sufficiently accurate.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 19 1938
FOR FILING

10-1114

July 18, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Please advise what type and width of pavement you would want to build on the approaches to the new bridges on the Umpqua River, at stations 207.7 and 211.5, on the Pacific Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTL
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 16 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

10-1114

IN REPLY PLEASE
REFER TO FILE NO.

July 16, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: Paul Van Scoy

Dear Sir:

Can you give me any information as to the high water elevation in the year 1927 as it effected the two bridges across the Umpqua River on the Pacific Highway at mile point 207.7 and 211.5.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

FORM U-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 16 1938
FOR FILING

10-1174

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 16, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: M. Stephenson

Dear Sir:

This is to remind you that you were to work up data on the cost of detour bridges, etc., on the two crossings of the Umpqua River on Pacific Highway at mile point 207.7 and 211.5.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Baldock ✓

CONTRACT#2129

115-1206 Powers Ranch-Jacksonville 1938
Sec., Williams & Medford-Provolt
#2129 Hwys.

RECEIVED
OCT 9 - 1939
FOR FILING

#2129

115-12 rl

October 9, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2129, for the construction of the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways in Jackson and Josephine Counties, has been completed by the contractors, R. I. Stuart & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 18, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of suvh work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advie that the total amount paid the above contractors in connection with this contract will be $11,823.06, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

October 2, 1939

2b

R. I. Stuart & Sons
526 North Fir
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on September 27, 1939, reconsidered its claim against you for gold recovered by you from a state-owned gravel pit in connection with your state highway rock crushing contract on the Applegate River last spring.

In view of the showing made in your letter of September 25 the Commission decided to cancel its claim and instructed me to advise you accordingly.

Very truly yours,

MBG:AM

Secretary

October 2, 1939

H. B. Glaisyer, Secretary

2b

S. H. Probert, Office Engineer

Claim against R. I. Stuart and Sons for gold taken from state-owned quarry

The State Highway Commission, at its meeting on September 27, 1939, reconsidered its claim against R. I. Stuart & Sons for gold recovered from a state-owned gravel pit in connection with a state highway contract. In this connection reference was made to a letter from R. I. Stuart and Sons dated September 25, 1939.

In view of the showing made in this letter the Commission decided to cancel its claim so if that is the only reason final payment has not been made in connection with this job you are at liberty to place the final voucher in line for payment

HBG:AM

REFERRED TO
RWB
By Asst State Highway Engineer

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

September 25, 1939.

RECEIVED
SEP 27, 193

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Regarding the gold mined by R. I. Stuart & Sons on a rock crushing job on the Applegate River last spring for the Highway Commission:

The final payment for the job has been held up because we put a sluice box in the waste which we were running in the river and saved some gold that would otherwise have been dumped in the river and lost as the amount per yard was so small as to prohibit working it. Also, it was not dumped on State property but on privately owned land with the knowledge of the owner, and knowing the river would wash it away with the first high water so the State lost nothing of value that they wished to save.

Again, at various tires in State gravel bars mining has been permitted as a number of highway employees know, and have known for years, and there has been no objection nor has the state made any claim for the gold so recovered.

We made no secret of our operation. In fact, we were anxious to show just what we were doing to all visitors and did not in any way know (until our final payment on the job was held up) that the state objected to our doing what has been done in this locality for years.

Our cost of recovering the gold in connection with our rock crushing was not very profitable as, knowing nothing of mining we hired a man for that purpose and did quite a bit of experimenting on various ways of recovering the gold which proved rather expensive in comparison with the amount recovered as it slowed the output of the rock plant quite a lot. First, in the digging the gravel pit we dug into the bedrock to be sure and get what ever values were there. That made the cost several cents a yard more than it would otherwise have been. Next, several times we made changes in our sluice boxes and the hopper that received the waste material as the different ideas of various miners who visited the job suggested. Also building the sluice boxes cost a certain amount and at various times we shut down the plant to repair or change the sluices.

REFERRED TO
glasyer
By State Highway Engineer
Reynolds

R

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

And again, the plant was generally shut down for about one half hour while we made a clean up of the values. In all it did not turn out very good from a profit angle as the following figures will show.

One man's time at five dollars per day - forty hours per week - December 15th to April 15th. Four months at one hundred dollars per month or four hundred dollars total. At least one half of his time was spent attending to the gold recovery.

Therefore in our itemized expense we should charge for the man's time.	$200.00
Material for sluice boxes	25.00
Shovel operations in pit digging bedrock, above the cost of normal operations, consisting of gas, oil, cables and general wear - three months at 150. per month.	450.00
Plant lost time due to mining operations, repairing sluices, receiving hoppers, cleaning up - one hour per day, three months, seventy-two hours at five dollars per hour.	360.00
Total	$1035.00

As the gold recovered amounted to only $833.00 as per enclosed bank affidavit, you can see it was not much of a gain. We had arrived at that conclusion long before the job was completed and would have stopped bothering with it except that there is a certain fascination about gold and always in the future a chance to "strike it rich".

Trusting this will clear the matter up so we can have our final payment on the job, which we need badly, I remain

Yours very truly

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

September 25, 1939.

TO THE OREGON STATE HIGHWAY COMMISSION.

This is to certify that we have sold for the firm of R. I. Stuart & Sons, eight hundred and thirty-three dollars ($833.00) worth of gold which they mined in conjunction with the State rock crushing job on the Powers Ranch in the Applegate District from December 15, 1938 to April 15, 1939.

Otis Crawford A. Mgr.
FIRST NATIONAL BANK OF PORTLAND
MEDFORD BRANCH
OTIS CRAWFORD.

Subscribed and sworn to before me this 26" day of Sept 1939.
My commission expires June 2 1941
Victor C. Sether
Notary Public

115-12-6

September 11, 1939

R. I. Stuart & Sons
Contractors
Medford, Oregon

Gentlemen:

I have carefully read your letter of September 6, concerning the rock production work on the Powers Ranch-Jacksonville Section.

Under the terms of the contract, all of the by-products of the operation are the property of the State, which, according to our attorney, includes the gold that you recovered from the state property.

Your offer to turn over to the State the value of the gold recovered less the cost of recovering it appears equitable. I am, therefore, sending Mr. H. G. Smith, our Construction Engineer, to see you and work out the details. As soon as this has been arranged satisfactorily, a final settlement will be made on the job.

Very truly yours,

State Highway Engineer

RHB:HI

R. I. STUART & SONS
CONTRACTORS
MEDFORD. OREGON

September 6, 1939.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

As yet we have had no reply to our letter of August 11th concerning the rock production work on the Powers Ranch-Jacksonville Section.

Since the job was finished in April we would appreciate having some action taken toward the final payment. If it is being held up because of the gold which we recovered we are entirely willing to turn this gold over to the State providing we receive just compensation for the cost of recovering it.

If the State wishes to send a man down to arbitrate a price as to what we should get per yard for handling the material as we did we are quite agreeable.

Since the payment has been deferred overly long, we feel that it is only fair to us that some definite step be taken toward a settlement.

Yours very truly,

R. I. Stuart and Sons

By R I Stuart

REFERRED TO
By Asst State Highway Engineer

21

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

August 11, 1939.

RECEIVED
AUG 14 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

Dear Sir:

We have received your letter of August 3rd, in which you seem to claim that the State Highway Department is the owner of a certain amount of gold that we recovered on the rock production job on the Applegate River which we had by contract with the State Highway Department.

I wish to make the following facts clear:

First - at the time we bid on this job we expected to recover some gold, and our bid was based on this fact. In other words, our bid was low because we expected to get some gold, and we know that on similar jobs the Highway Department has heretofore made no claim for gold so recovered.

Second - The Highway Department made no claim for this gold during the time of opperation. Had you done so, and made no provision for payment, we would have allowed the gold to go into the waste pile, where the amount would be so small that it could not be recovered profitably by any means known. We certainly would not have continued our operation had we known that every grain recovered meant a financial loss to ourselves.

Third - We wish to call your attention to the fact that there is no provision in the specifications requiring us to furnish machinery to the Highway Department for gold mining purposes free of charge. If you are ready to pay a fair rental price for the machinery used, as well as a just share of all wages, taxes, transportation and other expenses involved, plus a reasonable profit for ourselves, we will submit a list of these charges, together with an account of the gold recovered.

Finally,I wish to state that the quantity of gold per yard was so small that it could not have been recovered profitably by any known means. The Highway Department has therefore lost nothing, and has gained by having the work done at a lower price.

Yours very truly,

Tillie Stuart
For R. I. Stuart & Sons

RECEIVED
OCT 11 1939
FOR FILING

115-1[illegible]6

August 3, 1939

R. I. Stuart & Sons
Medford, Oregon

Gentlemen:

Reference is made to your letter of July 30, 1939, concerning final payment on Contract No. 2129, covering rock production work on the Powers Ranch-Jacksonville Section.

We are ready to proceed with the making of final payment, but, before doing so, it will be necessary to assign a value to the gold taken by you as a by-product of the rock production operation. Please, therefore, let us have a statement giving the weight of the gold recovered, the name of the party to whom the gold was sold, and the price or amount received. Please also give us the names and addresses of two or more persons who are in position to corroborate your statements with reference to this matter.

In this connection, your attention is directed to a provision appearing on page 8 of the printed standard specifications, which are a part of your contract. The pertinent provision on that page is headed "Waste Materials and By-products to be Property of State." Reference to this provision is made also on page 38, under the heading "Disposition of Screen Rejections."

Very truly yours,

R. H. Baldock
State Highway Engineer

R. I. STUART & SONS
CONTRACTORS
MEDFORD, OREGON

RECEIVED
AUG 1 - 1939
OREGON
STATE HIGHWAY COMMISSION

July 30, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have had no word regarding our final payment or the retained percentage on Contract No. 2129 - the maintenance rock for the Williams-Medford-Provolt Highway, Powers Ranch-Jacksonville Section.

The work has been finished since the middle of April and we would appreciate receiving the money due us.

Sincerely,

R. I. Stuart & Sons

By_______________

Unpaid Balance $1,500.

Gross Revenue
$3,385.00
3,205.00
325.00
3,712.50
300.00
100.00
369.00
25.00
$11,421.50

R.H. Baldock ✓

[illegible]IVED
1939

115-1206

FINAL COST ANALYSIS-May 24th, 1939

Powers Ranch-Jacksonville Section Rock Production
on Williams and Medford-Provolt Secondary Highway
Contract 2129 Prefix 115-1206
R. I. Stuart & Sons, Contractors
C. C. Gall, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in S.P.	$3,716.73	3,385 cu. yd.	1.098	1.00	$3,385.00
½"-¼" " " " "	3,519.09	3,205 " "	1.098	1.00	3,205.00
¼"-1/8" " " " "	1,425.77	1,300 " "	1.098	0.25	325.00
Haul Cr. Gravel-Pile Measure	2,224.16	33,750 yd. mi.	0.066	0.11	3,712.50
Clearing & Grubbing S.P. Sites	285.13	100%	285.13	300.00	300.00
Leveling S.P. Sites	70.74	100%	70.74	100.00	100.00
Woven Wire Fence	192.73	123 rods	1.567	3.00	369.00
Woven Wire Gates	10.88	1 only	10.88	25.00	25.00
	$11,472.98				$11,421.50

Total Cost	$11,472.98
Gross Revenue	11,421.50
Net Loss	$51.48

Net Loss Equals 0.45% of Gross Revenue

47 -22
65

71
239
5

Contract 2129

Details of Cost

Labor:		
Supervision (Miles Stuart at $150 per month)	$675.00	
Labor	3,390.23	
State Industrial Accident Insurance	220.37	
Unemployment Compensation	101.70	
Old Age Benefit	33.91	
		$4,421.21
Miscellaneous:		
Equipment Rental (Inclusive of repairs)	$4,153.25	
Gas, Oil, Diesel and Grease	1,591.55	
Move In & Supplies for Setting Up	760.50	
Overhead Expense	29.60	
Fence Material	111.40	
Small Tools	181.25	
Home Office Expense	110.00	
Bond	114.22	
		7,051.77
Total Cost		$11,472.98

Contract 2129

Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,036.42	7,890 cu. yds.	.131
Load Gravel Pit Material	1,636.43	" " "	.208
Haul to Crusher	1,067.83	" " "	.135
Crusher Operation	3,881.73	" " "	.492
Supervision & Overhead	1,039.18	" " "	.132
	$8,661.59	7,890 cu. yds.	$1.098

Gravel for this job was obtained from a deposit adjacent to the Applegate River at a point approximately 100 feet south of the Medford-Provolt Secondary Highway at Mile Point 7.6. Part of this material had been dredged in the process of gold operations. The stones ran in size from about 12" to dust. About 30% of the deposit was 1" - 0. It was not necessary to remove overburden or to otherwise develop the pit. The contractor used an existing haul road, and only a small amount of rejected material was required to maintain it. Pit material was dug by a 3/8-yard Speader shovel, loaded into a 1½-ton truck and hauled about 60 feet to a ramp from which the gravel was dropped onto a scalping screen. The shovel handled about 11,800 cubic yards of gravel in 590 hours, at an average of 20 cu. yds. per hr.

Plant set-up was started December 5, 1938 and completed on January 20, 1939, requiring 7 weeks' time, an average force of four men. The plant consisted of a 3' x 8' scalping screen, a 15" x 24" jaw crusher, a 40-foot bucket elevator, a 3' x 10' double deck screen, a 2' cone crusher and a water pump for washing the material at both the scalping and the double deck screens. The plant was powered by a PD 80 and a PD 40 diesel engine. The plant produced 7,890 cu. yds. of crushed material in 505 hours operation at a rate of 15½ cu. yds. per hour. Crushing was completed April 14, 1939. Excessive breakdowns and repairs increased the cost of crushing.

Contract 2129

REMARKS:

This is a PWA project and consists of furnishing approximately 7,700 cubic yards of crushed gravel in stockpiles. The contract was bid and awarded November 23, 1938. Work was started December 5, 1938 and completed in four months and 10 days on April 15, 1939, this being 10 days over the time specified.

Work was slowed up somewhat during the first two months by cold, icy weather, but the balance of the job was done in favorable weather. Seven weeks were required to set up the plant. During that time stockpile sites were cleared, grubbed and leveled. Fence and gates were built and installed, the posts being timber obtained in clearing operations; lumber, hardware and barbed and woven wire fencing were purchased in Medford. Woven wire fencing cost $0.50 per rod.

Plant equipment is old and worn and requires constant shutdowns for repairs. A profit could have been earned on this job if failure of equipment had not been so frequent, causing costly delays and repairs. All other items except crushing show a profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM 2-A-1 2M 2-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
MAR 3 1947
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 6th, 1939

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am attaching a newspaper clipping which has been called to our attention by one of the auditors for the Secretary of State, which indicates that R. I. Stuart & Sons have obtained about $1,000 worth of gold from their operations on the Powers Ranch-Jacksonville maintenance material project.

This should be discussed at the next meeting of the Commission.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

REFERRED TO
By Asst. State Highway Engineer

[illegible] # 2120 [illegible] 5/3/38

[illegible] The first consolidation in [illegible] believed to be [illegible] accom-

[illegible]. The Presbyterian chu[illegible] [illegible] dissolved on the date that [illegible] is completed.

Gold as Sideline Nets $1031

JACKSONVILLE, May 3.—Gold as a side-line in a gravel pit of the Oregon highway commission netted a contractor $1031 this winter, it is learned. Last year the commission bought a gravel bar on the Applegate river from W. H. McDaniel and James O'Brien. [illegible] J. Stuart & Sons were awarded the contract to remove many tons of the rock for road work throughout the county. When workmen discovered bits of gold in the gravel, sluice boxes were installed as it had to be handled anyway. The boxes were used throughout the winter and spring, resulting in a clean-up of $1031.

[illegible] Chamber

KLAMATH FALLS, May 3.—E. A. Geary [illegible] ed president of the Klamath County Chamber of Commerce [illegible] ing C. A. [illegible] named vice president, E. M. Ch[illegible] [illegible] and Earl C. Rey[illegible] Geary, a farmer, [illegible] operations [illegible] the we[illegible]

[illegible] WALLA [illegible] tification of [illegible] east city [illegible] The [illegible] highway [illegible] carried [illegible] highway [illegible] and [illegible] to

Form 338—5M—7-38

O[illegible]GON STATE HIGHWAY COMMISS[illegible]N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 22, 1939

Section Powers Ranch - Jacksonville

Kind of work Rock Production

Highway Williams & Medford - Provolt

Section prefix 115 - 1206

Contractor R. I. Stuart & Sons

Contract number 2129

Date of contract Nov. 18, 1938

Date of completion April 5th 1939

Date work started Dec. 5th, 1938

Estimated date of completion April 18, 1939

Amount of contract $ 11,195.00

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $ 11,790.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1,025.00, 9.15 %

Date project was completed April 17, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract called completed April 17th as per letter from the BPR. Contractor at that time had a small amount of cleanup work around the stockpile sites yet to be done, this work was completed on the 18th.

All completed piles have been remeasured and computed.

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

NOTED
VAN SCOY

Signed C. C. Gall,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			8780 inc. screen rejects		
Estimated quantities moved or placed to date			8780		
Average daily quantities			Completed		
Average daily quantities necessary to complete project on time			"		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			5		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	2		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	cloudy		

II5-1206

April 14, 1939

MR. K. D. LYTLE
Division Engineer
Roseburg, Oregon

Dear Sir:

We are handing you herewith a copy of a letter from R. E. Stuart & Sons requesting an extension of time on their contract, No. 2129, Powers Ranch-Jacksonville Section.

Please advise your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JH:MBL

FORM 9-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

115-1206

APR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

April 6, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

The time limit on Contract 2129, P.W.A. Docket Number, Oregon 1348 F, Power-Ranch - Jacksonville Section of the Williams and Medford-Provolt Secondary Highway was up April 5th and the contractor, R. I. Stuart & Sons, did not have all of the rock out.

It is likely they will finish producing the required yardage today or tomorrow and will have everything cleaned up by the 10th or 11th.

I would suggest that we ask for an extension of eight days.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Baldock ✓
Gall

115-1206

C O P Y

March 8th, 1939

General Casualty Company of America
Seattle, Washington

Attention: Mr. Albert McCarthy, Surety Dept.

Dear Sir:

In regard to the contract of R. I. Stuart & Sons, Contract #2007, furnishing crushed rock in stockpiles, West Diamond Lake & Crater Lake, North Secondary Highways, Douglas and Jackson Counties.

This is to advise that this job was awarded on September 14, 1937, and no work at all was done that fall apparently on account of his inability to finish another contract. He actually started crushing operations on August 31st, 1938, but I am unable to say why he could not complete during 1938 except that Stuart seems to be unable to build a plant which can produce a sufficient output. My opinion, based upon casual observation, is that they economize too much in the erection of a plant with respect to foundations for their crushers and other details of installation which cause numerous breakdowns and loss of output. Individually they are a very hard working outfit and apparently good mechanics, and they probably would make money if they could operate more consistently.

R. I. Stuart & Sons also have another contract, the Powers Ranch-Jacksonville Section, which also has every indication of requiring an extension of time, although there is some possibility that they will complete on time. This is being financed with P. W. A. funds, and I am particularly anxious that this job be completed on time. Every occasion has been taken by the Resident, Division and Construction Engineers, both by letters and by personal interviews, to impress upon Stuart the necessity for completing the Powers Ranch-Jacksonville Section on time. I would suggest that you also take this opportunity to impress upon them that the time limit is a portion of the contract and must be regarded as seriously as any other feature of the contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-A-1 10M 9-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
MAR 2 - 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

Medford, Ore.
Feb. 28, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

MONTHLY PROGRESS REPORT

Powers Ranch - Jacksonville Section

P. W. A. Docket No. 1348-F Contract No. 2129

2" - ½" Crushed Gravel in Stockpile	1,010 C.Y.	at 1.00	1,010.00
½" - ¼" " " " "	790 "	" "	790.00
¼" - 0 " " " "	380 "	" 0.25	95.00
Hauling crushed Gravel	6,000 Yd.Mi.	at 0.11	660.00
Total of all work done this month			2,555.00
Value of work done in preceeding months			972.50
Total of work done to-date			3,527.50

Engineering costs this month	241.00
" " previous months	470.00
Total engineering to-date	711.00

Very truly yours,

C C Gall

Resident Engineer

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 16 1939
FOR FILING

115-1226

Feb. 15, 1939

RECEIVED
FEB 16
OREGON
STATE HIGHWAY COMMISSION

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Some time ago I wrote to R. I. Stuart & Sons regarding the progress they have been making on their job, the Powers Ranch-Jacksonville Section, and asked them to speed it up so that work would be completed within the specified time.

I note from Mr. Gall's Weekly Report, which was received in this office yesterday, the contractor has not complied with my request. It might help if you would drop him a line.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: McCullough ✓

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 9 1939
FOR FILING

February 8th, 1939

R. I. Stuart & Sons
Contractors
Medford, Oregon

NOTED

Gentlemen:

It has come to my attention that you are again making very poor progress with one of your contracts, that on the Williams and Medford-Provolt Secondary Highways. This project is under the P.W.A. and is a very different set-up from the Federal Aid projects which you have customarily been working on.

We have no information as to the affect of an overrum on time on this project, whether funds would be cancelled on the expiration date or what action would be taken by the P.W.A. authorities; therefore, it is advisable that you take immediate steps to arrange your operations so that the job can be completed on time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
JAN 19 1939
FOR FILING

January 19, 1939

R. I. Stuart & Sons
521 North Fir
Medford, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2129 which was awarded to you on November 23, 1938, for furnishing crushed gravel in stock piles on the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways, in Jackson and Josephine Counties. This is for your records and files.

Very truly yours,

Secretary

JMcF:AM

FORM 5-A-1 10M 9-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 19 1939
FOR FILING

Jan. 18, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst State Highway Engineer

Attention: G. S. Paxson

Re: Jacksonville Rock Production Project
Contract No. 2129, PWA Docket No. 3148-F

Dear Sir:

Enclosed are three copies of Certificate of Proof covering R. I. Stuart & Sons Public Liability and Property Damage Insurance in connection with the above project.

We presume the original policy has previously been forwarded to your office, and that statements of proof of Workmen's Compensation Insurancehave been obtained from the Industrial Accident Commission.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓
Probert

RECEIVED
DEC 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

115-[illegible]

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

December 7, 1938

Oregon State Highway Commission
Salem, Oregon

Re: R. I. Stuart & Sons
State Highway Contract
No. 2129

Attn: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Kindly be advised that we have received from contractors, R. I. Stuart & Sons, four copies of the above mentioned Contract Number and we have executed the Performance Bond and are sending to your office under separate cover today.

As respects the insurance mentioned in the third paragraph of your letter of November 30th to R. I. Stuart & Sons, please be advised that this has been called to the attention of the Loyalty Group of Portland, and they inform us that the necessary copies of the policy and certificates will be sent your office this afternoon.

Yours very truly,

GENERAL AMERICA COMPANIES

C. M. Pratt
Special Agent

CMP:GP

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 9 - 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 9 1938
FOR FILING

Medford, Ore.
Dec. 8, 1938

#5-1

W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Work started on the Powers Ranch - Jacksonville rock production project December 5th. P. W. A. Project No. 1348-P; State Contract No. 2129.

Very truly yours,

C C Hall

Resident Engineer

cc. R. H. Baldock ✓
K. D. Lytle

RECEIVED
NOV 30 1938
FOR FILING
115-1

November 30, 1938

R. I. STUART & SONS
521 N. Fir
Medford, Oregon

Gentlemen:

We are sending to you today by express four copies of State Highway Contract No. 2129 which was awarded to you on November 23, 1938, by the State Highway Commission, covering the furnishing of crushed gravel in stock piles on the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways, in Jackson and Josephine Counties.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to Page 1 of the General Conditions (Part I), relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to Page 16 of the General Conditions (Part II), relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

Secretary

MC:MBL

FORM 9-A-4 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 30 1938
FOR FILING

12-1206

November 28, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

R. I. Stuart & Sons,
Medford, Ore.

Gentlemen:

The Powers Ranch-Jacksonville job is a P.W.A. project and work must be started on or before December 10, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed within 4 months from the date on which the work commences.

Your cooperation in complying with all requirements as set forth in the plans and specifications will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H
CC to
R.H.Baldock
W. D. Lytle

NOTED
R. McCu

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

~~17-5~~ 43-3

November 25, 1938

115-1206

Bureau of Publ[illegible] Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Powers Ranch-Jacksonville Section
Docket Number Oregon 1348-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, R. L. Stuart & Sons.

Also enclosed is one copy of an executed noncollusion affidavit.

Certified copies of the tabulation of bids and control estimate will be forwarded in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 5

cc: H. B. Glaisyer

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE POWERS RANCH-JACKSONVILLE SECTION OF THE WILLIAMS AND MEDFORD-PROVOLT SECONDARY HIGHWAYS IN JACKSON AND JOSEPHINE COUNTIES, DOCKET NUMBER OREGON 1348-F.

WHEREAS, bids received for the construction of the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways in Jackson and Josephine Counties have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by R. I. Stuart & Sons, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways in Jackson and Josephine Counties be and the same is hereby awarded to R. I. Stuart & Sons, contractor, provided R. I. Stuart & Sons execute and file with the Oregon State Highway Commission the form of non-collusion affidavit required by the contract, in the amount of Eleven Thousand One Hundred Ninety-five Dollars ($11195.00), and in the event R. I. Stuart & Sons refuse to execute this form of non-collusion affidavit, the contract be awarded to the second low bidder, A. S. Wallace, contractor, in the amount of Eleven Thousand Two Hundred Thirty-three Dollars ($11233.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

ENRY
B. AL
L. T

November 19, 1938

R. I. Stuart & Sons,
521 No. Fir Street
Medford, Oregon

Gentlemen:

The bid submitted by you on November 18 for the rock production project on the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways was the low one received by the Commission for such project. The Highway Commission proposes to award the contract to you provided you will execute the form of non-collusion affidavit, which is a P.W.A. requirement. I am enclosing two copies of such affidavit for your signature. Please sign these before a Notary Public and return both copies to me at once.

It is absolutely necessary for you to do this in order to qualify for the award of this contract. We will appreciate your immediate attention to this matter.

Yours very truly,

HBG:MC

Secretary

encl.

cc - G. S. Paxson

RECEIVED
FEB 8 1939
FOR FILING

115-12c

November 23, 1938

E. I. Stuart & Sons
521 North Fir
Medford, Oregon

Gentlemen:

Confirming our telegram to you of this date, the State Highway Commission has awarded you the contract for furnishing crushed rock in stock piles for the Powers Ranch-Jacksonville Section of the Williams and Medford-Provolt Secondary Highways, in Jackson & Josephine Counties. This award was based on your bid of $11,195.00 submitted on November 18, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

JMcF:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

awarded November 23

gex confirmed

M

RECEIVED
OCT 7 1938
FOR FILING

RECEIVED
1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 115-12

POST OFFICE BUILDING
PORTLAND, OREGON

October 5, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1348-F,
Williams & Medford Rock Prod.

Dear Sir:

You have been advised by Mr. C. C. Hockley, Regional Director, Region #7, PWA, under date of October 4, that this office has taken over for inspection and supervision the above designated docket project. Engineering and supervision on this project should be of the same general character as is usual for regular Federal Aid work.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F E Andrews
F. E. Andrews,
Sr. Hwy. Engr.

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

(2)
3m

1938
FOR FILING
115-12

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 4, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

RECEIVED
OCT 4 1938
LEGAL DEP'T

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Provolt Rock Production Project.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

APPROVED
J M Devers
ATTORNEY FOR HWY. COM.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR Action
J. M. DEVERS

CAG:VM
Attachments

M

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE PROVOLT ROCK PRODUCTION PROJECT

PWA DOCKET NO. OREGON 1348-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Jackson and Josephine Counties, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 23 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Stationary drag scraper operator (up to 1 yard capacity	$ .80
Stationary drag scraper operator (over 1 yard capacity	1.12½
Powderman	1.00
Jackhammer man	.75
Oiler	.80
Crusher feeder	.75
Shovel operator	1.25
Truck drivers (3-ton and under, manufacturer's rated capacity)	.75
Truck drivers (over 3-ton, manufacturer's rated capacity)	.85
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Provolt Rock Production Project, in Jackson and Josephine Counties, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1938
FOR FILING
115-12

October 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending you, herewith, in duplicate, Special Provisions covering the Provolt Maintenance Project. In accordance with your instructions, I have included as contract items the clearing and grading of stock pile sites and the construction of fence and gates.

Plans covering the gates and fences are attached to the Special Provisions.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

(52)

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 4 1938
FOR FILING
115-1206

October 3, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Prevolt Rock Production
Project
Docket No. Oregon 1348-F

Dear Sir:

Enclosed find three (3) certified copies of an excerpt from the minutes of the Oregon State Highway Commission relating to the acceptance of the offer on the above named project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enclosures
cc: H. B. Glaisyer ✓

Portland, Oregon, September 28, 1938

The State Highway Commission met in regular session at 8:00 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

Chairman Henry F. Cabell arrived at 10:00 o'clock p. m.

* * * * *

The Commission considered the offer of the United States of America to aid, by way of grant of P.W.A. funds, in financing the construction of the Provolt Rock Production Project on the Williams and Medford-Provolt Secondary State Highways in Josephine and Jackson Counties, and the acquisition of necessary lands and rights of way therefor. The Commission accepted the Government's offer and, by unanimous vote, adopted the following resolution in regard thereto, upon motion of Commissioner Tou Velle which was duly seconded by Commissioner Aldrich:

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE PROVOLT ROCK PRODUCTION JOB ON THE WILLIAMS AND MEDFORD-PROVOLT SECONDARY HIGHWAYS AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Provolt rock production job on the Williams and Medford-Provolt Secondary Highways in Josephine and Jackson counties and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 83951-101

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Sep 26 1938
Docket No. Oreg. 1348-F

"State Highway Commission of the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of highway improvements, including the acquisition of necessary land and rights of way (herein called the "Project"), by making a grant to State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $6,462.

6

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later/than 12 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 4 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed

to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within four months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission of the State of Oregon, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE PROVOLT ROCK PRODUCTION JOB ON THE WILLIAMS AND MEDFORD-PROVOLT SECONDARY HIGHWAYS AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR", as the same appears in the minutes of September 28, entered in Volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission of September 28 was a regular meeting of the Oregon State Highway Commission and that all members were given due notice of meeting by letter on September 26, 1938.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this first day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-B-1 6M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 28, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached hereto find a resolution prepared for the Commission's action which will effect the acceptance of the Government's offer to aid in financing the construction of the Provolt rock production job.

If the resolution meets with your approval, will you please hand it to the Secretary so that he can bring it before the Commission at its next meeting?

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG:TH
Att.

O.K.
J.M. Devers

FORM 5-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 16 1938
FOR FILING

115-1226

July 14, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

In reply to your letter of July 11th, it would be well to combine the Provolt Maintenance Project with the Power Ranch-Powell Creek Section of the Williams Secondary Highway. It is recommended that the stock pile sites on which options were secured be purchased before the expiration of the options, as it does not appear that we will be able to secure sites as cheaply should we defer purchasing them for even a few months.

Mr. Lytle will write you regarding the acquisition of gravel bars as soon as he has an opportunity to study this feature.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

NOTED

FORM B-A-1 8M 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED JUN 27 1938 FOR FILING

RECEIVED JUN 24 1938

115-1266-1

June 23, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: J. N. Bishop

Dear Sir:

I have prepared Special Provisions and Estimate of Cost on the maintenance project near Provolt, which I request be contracted this fall or sooner if funds are available. We have had no maintenance materials on this road for a long time, and it will be absolutely necessary to reoil eight or ten miles next year. If this project meets with your approval, will you kindly turn it over to the Construction Department.

This job has been in preparation for some time, and you will note the options on the stock pile sites will expire within the next six weeks. As we secured these very cheaply, I recommend that the options on these sites be exercised at once. I suggest that the Commission be asked to approve them at their next meeting. You will note that we did not secure options on the gravel bars.

Included, herewith, are two copies of Special Provisions, Request For Purchase, Statement of Information, Option, Description and Sketch for each of the following stock pile sites:

Louis Loesch
J. Ludo Grieve
Rose A. Buckley
Emma Moore

Request for Purchase, Statement of Information, Description and Sketch for gravel bars owned by William Henry McDaniel and J. A. O'Brien are also enclosed. Please send us a print of each of these sketches.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G ✓
cc: Baldock, H.G.Smith

CONTRACT# [redacted] 2130

116-1008 Vanora-Madras Sec., Warm 1938
Springs Secon. Hwys.
2130

R.H. BALDOCK

116-1008

July 20th, 1939

FINAL COST ANALYSIS
Vanora-Madras Section
Warm Springs Secondary Highway

Contract #2130 Prefix 116-1008

J. C. Compton & Rogers Construction Co., Contractors Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Work done by Rogers Construction Company:					
4½"-2" Rock in Base	$29,713.90	30,824 cu. yds.	0.964	1.00	$30,824.00
3/4"-0" " " " & Shldrs.	14,553.34	15,097 " "	0.964	0.98	14,795.06
Stone Filled Drains	98.00	41 " "	2.39	3.00	123.00
Sprinkling	2,268.57	1,974.444 M-Gal.	1.15	2.00	3,948.89
Mineral Agg. in Stockpile	7,207.92	5,895 cu. yds.	1.22	1.1091	6,538.14
3/4"-½" Crushed Rock in S.P.	1,252.31	1,024.2 " "	1.22	1.15	1,177.83
½"-¼" " " " "	1,854.49	1,516.7 " "	1.22	1.15	1,744.21
¼"-1/8" " " " "	611.85	500.4 " "	1.22	1.15	575.46
E.W. #1 Prepare Stockpile Site	175.00	All			183.83
P.A. #1 Surface County Road					
3/4"-0" Rock in Place	230.04	175 cu. yds.	1.31	1.60	280.00
Sprinkle	22.67	19.728 M-Gals.	1.15	2.00	39.46
Screen Rejects	120.40	481.6 cu. yds.	0.25	0.25	120.40
Haul Adjustment in favor of Contractor		57.5 yd. mi.		0.10	5.75
Private Work	3,048.34	All			3,181.20
Sub-Total Rogers	$61,155.83				$63,537.23
Work done by J. C. Compton:					
Preparation of Base	$908.83	9.37 Miles	97.00	100.00	$937.00
Placing Mineral Aggregate	4,994.67	5,895 cu. yds.	0.847	1.0409	6,136.10
SC-6 Road Oil in Place	8,015.13	424.03 Ton	18.90	19.00	8,056.57
RC-3 in Seal	2,328.75	115.83 "	20.10	19.00	2,200.77

NOTED

State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
P.A. #2 Barrel Excess SC-6	$93.79	5.82 ton	$16.11	$15.40	$89.63
Private Work	3,236.20	All			3,218.84
Sub-Total Compton	$19,577.37				$20,639.01
GRAND TOTAL	$80,734.20				$84,176.24

	Rogers	Compton	Total
Gross Revenue	$63,537.23	$20,639.01	$84,176.24
Total Cost	61,155.83	19,577.37	80,734.20
Net Profit	$2,381.40	$1,061.64	$3,442.04

Net Profit Equals 4.1% of the Gross Revenue

Vanora-Madras

Detail of Cost

Rogers Construction Company

Labor:			
Supervision		$1,410.87	
Labor		18,836.43	
State Industrial Accident Insurance		946.08	
Unemployment & Social Security		809.89	
Public Liability & Damage		202.47	
			$22,205.74
Materials:			
Water	2,099.372 M-Gals.	$658.48	
			658.48
Equipment Rental, Small Tools & Misc. Supplies:			
Equipment Rental		$21,275.85	
Gas, Oil and Grease		8,391.38	
Explosives		3,522.00	
Main Office Overhead		3,000.00	
Misc. Supplies & Small Tools		709.56	
Bond		615.34	
Hardware		417.44	
Freight & Cartage		223.04	
Lumber		137.00	
			38,291.61
Total Cost			$61,155.83

Vanora-Madras

Detail of Cost

J. C. Compton

Labor:

Supervision	$598.69	
Labor	3,137.31	
State Industrial Accident Insurance	168.12	
Unemployment & Social Security	149.44	
Public Liability & Damage	68.90	
		$4,122.46

Materials:

SC-6	530.26 Tons at $13.90	$7,370.61	
RC-3	115.83 " " 15.10	1,749.02	
			9,119.63

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$3,297.00	
Gas, Oil and Grease	1,201.66	
Main Office	1,030.00	
Small Tools & Misc. Supplies	616.04	
Bond	174.20	
Freight & Cartage	16.36	
		6,335.26
Total Cost		$19,577.37

Vanora-Madras

Detail Cost of Crushing

Rogers Construction Co.

	Quantity	Cost	Unit Cost Base Rock	Unit Cost Oil Rock
Move In & Set Up	57,420.9 cu. yd.	$2,782.80	$0.048	$0.043
Drill & Shoot	" " "	6,215.10	0.108	0.108
*Load in Quarry	" " "	5,234.68	0.077	0.166
*Haul to Plant	" " "	4,625.02	0.064	0.147
*Crush	" " "	15,529.72	0.216	0.458
Haul	" " "	14,750.12	0.254	0.247
Handle in Pile	11,324.9 " "	524.66		0.046
" on Road	46,096.0 " "	8,327.11	0.181	
Prepare Subgrade	" " "	754.51	0.016	
		$58,743.72	$0.964	$1.22

* The plant was operated a total of 1,056 hours to produce 57,420.9 cu. yds., or an average hourly production of 54.3 cu. yds. 686 hours or 64% of the time was required to produce 46,096 cu. yds. of road rock and 380 hours or 36% of the time was spent crushing 11,342.9 cu. yds. of oil rock.

Average hourly production of base rock	67.1 cu. yds.
" " " " oil "	29.8 " "

Vanora-Madras

Detail
~~Detail~~ Cost of Oiling

J. C. Compton

Oiling (539.86 Tons SC-6 and RC-3):	Quantity	Cost	Unit Cost
Supervision	539.86 tons	$510.70	$0.94
Move In	" "	318.94	0.59
Heat	" "	640.89	1.19
Haul & Spread	" "	1,230.30	2.28
Cost of Oil Including Freight	" "	7,643.05 *	14.16
	539.86 tons	$10,343.88	$19.16

*	SC-6	$13.90 f.o.b. Madras
	RC-3	15.10 " "

Aggregate:

	Quantity	Cost	Unit Cost
Supervision and Overhead	5,895 ~~58.95~~ cu. yd.	$1,292.46	$0.22
Move In	" " "	190.90	0.032
Load Aggregate	" " "	923.84	0.157
Haul "	" " "	999.32	0.169
Handle on Road	" " "	1,024.77	0.173
Spotting	" " "	563.38	0.096
	~~58.95~~ cu. yd. 5,895	$4,994.67	$0.847

Vanora-Madras Section
Warm Springs Secondary Highway
J. C. Compton and Rogers Construction Company, Contractors

REMARKS:

This P.W.A. financed contract was bid and awarded November 18th, 1938. Work was started November 30th, and the contract was completed May 15th, 1939.

The work consisted of surfacing and oiling 9.37 miles of the Warm Springs Secondary Highway. All crushing was done by the Rogers Construction Company and the oiling by J. C. Compton.

The crushing plant was set up at the state quarry site at Station 380, 2.3 miles south of the north end of the project. Crushing equipment consisted of two Telesmith cone crushers, one handling 13" rock and the other 4" rock, 2 - 150' conveyor belts, two 4' x 10' shaker screens and 1 - 80 h.p. and 1 - 120 h.p. diesel engines. Rock was hauled with from 8 to 11 large trucks and the material was handled on the road with two large blades and two ten ton rollers. The quarry was on the side of the hill and the plant was erected on top of the hill. Rock was loaded with a 3/4 cu. yd. shovel and trucked to the conveyor where it was elevated by conveyor belts to the plant. Large rock, however, did not go up the conveyor too well as it was on a steep angle so when there was sufficient room the contractor placed the primary crusher in the pit. No further difficulty was then experienced. The plant ran a total of 1,056 hours and produced an average of 54 cu. yds. an hour. The average hourly production of base rock was 67.1 cu. yds. and of oil rock was 29.8 cu. yds. Breakdowns at the latter end of the crushing when the oil rock was being produced slowed the average and increased the oil rock costs.

Although the crushed materials were bid very low, a small profit was made by the contractor. This was due to good weather, a simple set-up, rock breaking nicely in the quarry, low move in costs as the plant was at Moro, good equipment in good condition and excellent supervision. There was no difficulty with traffic as good detours were available throughout the project.

Oiling was started April 24th, and was completed May 7th. During this time a total of ten days were worked to spread the 539.8 tons, or an average of 54.0 tons per day. On the first day 29 tons were shot, and the production then steadily climbed to the best day of 75.3 tons.

Oil was unloaded at Madras at the south end of the project, thus making an average haul of about 4.0 miles. The oil was heated with a boiler and retort and transported to the distributor in two tenders. Aggregate was loaded out of the stockpiles with two small shovels and hauled and spread with from five to eight trucks. Two large power blades and two ten ton rollers were used for handling the aggregate on the road.

The oiling was handled very efficiently; however, excessive supervision and overhead increased the cost. $3,218.00 of private work was done by the contractor while waiting to make the final seal. This lowered the general expense.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

2130

July 25, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2130, for the construction of the Vanora-Madras Section of the Warm Springs Highway in Jefferson County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contrator for work done under said contract on or after August 4, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $77,776.68, including the final payment. Of this amount $183.83 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]

REGON STATE HIGHWAY COMMIS ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 27, 1939

Section VANORA-MADRAS

Kind of work Surfacing & Oiling

Highway Warm Springs

Section prefix 116-1008

Contractor J. C. Compton

Contract number 2130

Date of contract Nov. 18, 1938

Date of completion July 31, 1939

Date work started Nov. 30, 1938

Estimated date of completion , 193

Amount of contract $75,897.00

Per cent of time elapsed 73 %

Estimated cost of completed project, exclusive of engineering $77,759.32

Per cent of contract completed, based on total contract price 102.5 %

Engineering cost to date, $4552.74, 6.00 %

Date project was completed May 15, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed on May 15, 1939.

Semi-final estimate and final records completed and turned over to the Division Engineer on Monday May 22, 1939.

Final Report.

NOTED

NOTED
RAY WEBB

NOTED
H. W. LIBBY

Signed Forrest Cooper

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.37		9.37	
Miles partially completed					
Miles completed		9.37		9.37	
Total estimated quantities		46,500	3,000	6,200	
Estimated quantities moved or placed to date		45,921	3,041	5,895	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

FORM S-B-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

RECEIVED
APR 28 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1939
FOR FILING

116-1058

April 28th
1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of the 25th instant we submit herewith six (6) copies of Price Agreement #1, Vanora-Madras section of the Warm Springs Secondary Highway providing for the surfacing of the connecting road to the Madras depot.

We are also enclosing a copy of Resident Engineer Cooper's letter and the letter he secured from the County Judge sanctioning this work. Mr. Cooper states that he will forward the certified check in the amount of $150.00 direct to you, this date.

The contractor states that he will be finished with his crushing operations on this project within the next two or three days and as he is anxious to move his plant to the Devil's Garden-Quartz Mountain project would like to secure approval at the earliest possible moment.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

Encls.

FORM 5-D-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

116-1008

April 4th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED

Dear Sir:

Reference is made to your letter of March 27th concerning Laboratory Report No. 118593 on the quarry on the VANORA-MADRAS Section. This sample showed a P. I. of 19 and a liquid limit of 43.

I notice that this was overburden on a quarry which we took to find out how bad it was. We used only a little of this material and then moved to another part of the quarry which had very little, if any, overburden. At the same time some of this overburden was being used we sent in another test, Laboratory Report No. 118405 which showed a P. I. of 0 and L. L. of 5 and was reported by the Laboratory as suitable. This was the fines from 1/4" - 0".

I thought you should have this explanation.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 14 1939
FOR FILING

RECEIVED
FEB 13 1939
SALEM
STATE HIGHWAY COMMISSION

February 10th
1939

NOTED
Ass't State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are this date in receipt of advice from Resident Engineer Cooper's office to the effect that no monthly estimate is to be submitted on the Vanora-Madras Contract #2130, Prefix 116-1008, P.W.A. Oregon 1287-F as there has not been sufficient work to warrant an estimate.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. C. B. McCullough ✓

RECEIVED
JAN 19 1939
FOR FILING

January 19, 1939

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2130 which was awarded to you on November 18, 1938, for surfacing and oiling the Vanora-Madras Section of the Warm Springs Secondary Highway, in Jefferson County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM E-9-1, 2300, 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1939
FOR FILING

RECEIVED
JAN 12 1939
OREGON
STATE HIGHWAY COMMISSION

January 10th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Herewith a letter received from Resident Engineer Cooper containing information to the effect that no regular monthly estimate will be submitted on Contract #2130.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

116-10

RECEIVED
DEC 13 1938
OREGON
STATE HIGHWAY COMMISSION

December 12th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engr.

Attention: Mr. H. G. Smith

Dear Sir:

A question has arisen in connection with subcontracting by J. C. Compton on the Vanora-Madras surfacing project on the Warm Springs Highway.

Mr. Compton states that he submitted a letter along with his bid stating his intention of subletting this work. Will you kindly advise if it is necessary to have formal permission at this time for this subcontract work which is being done by Rogers Construction Company?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

RECEIVED
NOV 30 1938
FOR FILING

116-1[illegible]

November 30, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2130 which was awarded to you on November 18, 1938, for surfacing and oiling the Vanora-Madras Section of the Warm Springs Secondary Highway, in Jefferson County.

Will you please executes all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should be furnished this office.

Your attention is also called to the provision on page 22 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:AM
cc - Mr. W. A. Reeves

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

716-150

November 29th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned Resident Engineer Cooper the engineering responsibilities on the VANORA-MADRAS Surfacing and Oiling project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. H. M. Finkbiner
Mr. Forrest Cooper

FORM 9-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 29 1938
FOR FILING

November 26, 1938.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

The W.P.A. project, Vanora-Madras must be started by December 1st, 1938, without fail. For your information there is attached hereto copy of telegram sent to the contractor on this project. If the contractor should fail to start on or before December first be sure to have the Resident Engineer have men working on the job and notify the Bureau of Public Roads the work has started. The men's time to be charged to the contractor when he starts.

Please give this your personal attention for the funds for this project must not be allowed to lapse.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM S-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

~~117-4~~ 43

November 25, 1938

116-1008

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Venora-Madras Section
Docket Number Oregon 1287-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, J. C. Compton.

Certified copies of the tabulation of bids and control estimate will be forwarded you in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

FORM B-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

(17-4) 45

November 25, 1938

116-1008

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Vanora-Madras Section
Docket Number Oregon 1287-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, J. C. Compton.

Certified copies of the tabulation of bids and control estimate will be forwarded you in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Vanora-Madras Section of the Warm Springs Secondary Highway in Jefferson County, Docket Number Oregon 1287-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 18, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November 18, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of November, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE VANORA-MADRAS SECTION OF THE WARM SPRINGS SECONDARY HIGHWAY IN JEFFERSON COUNTY, DOCKET NUMBER OREGON 1287-F.

WHEREAS, bids received for the construction of the Vanora-Madras Section of the Warm Springs Secondary Highway in Jefferson County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by J. C. Compton, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Vanora-Madras Section of the Warm Springs Secondary Highway in Jefferson County be and the same is hereby awarded to J. C. Compton, contractor, in the amount of Seventy-five Thousand Eight Hundred Seventy-nine Dollars, (75879.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

116-1

November 19, 1938

Mr. J. G. Compton
McMinnville, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for 9.37 miles surfacing and oiling on the Vanora-Madras Section of the Warm Springs Secondary Highway, in Jefferson County. This award was based on your low bid of $75,879 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

cc - Mr. C. C. Hockley
Failing Building
Portland, Oregon

FORM 9-B-1 2500 4-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

116-10 c x

November 12th
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the VANORA-MADRAS section of the Warm Springs Secondary Highway in Jefferson County, 9.37 miles of surfacing and oiling:

Item No.	Item			Unit Price	Amount
1:	4½" - 2" Rock in Base	31,000	cu. yds.	1.20	37,200.00
2.	3/4" - 0" Rock in Base and Shoulders	15,500	" "	1.50	23,250.00
3.	Stone-filled Drains	50	" "	3.00	150.00
4.	Sprinkling	800	M-Gals.	1.35	1,080.00
5.	Preparation of Base	9.37	miles	150.00	1,405.50
6.	Mineral Aggregate in Place	6,200	cu. yds.	2.50	15,500.00
7.	SC-6 Road Oil in Place	424	tons	22.30	9,455.20
8.	Emulsified or Cutback Asphalt in Seal Coat	114	"	22.30	2,542.20
9.	3/4" - ½" Crushed Rock in Stockpile	1,000	cu.yds.	1.50	1,500.00
10.	½" - ¼" Crushed Rock in Stockpile	1,500	" "	1.50	2,250.00
11.	¼" - 1/8" Crushed Rock in Stockpile	500	" "	1.50	750.00
	Total amount of Estimate				$ 95,082.90

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

CONTRACT# [redacted] 2131

FAP 164-B(1) Jamieson-Lancaster Sec., 1938
John Day Hwy.

2131

RECEIVED
PORTLAND

FA 164-E-1

February 7, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 31, 1940, we are sending, under separate cover, three copies of agreement with the Union Pacific Company covering encroachments upon their right of way by the Jamieson-Lancaster Section, Project No. FA 164-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher for Oregon Federal Aid Project No. 164-B (1), Jamieson-Lancaster Section of the John Day Highway, has been audited and reviewed in this office, but cannot be recommended for payment until copies of the easement covering encroachments on the Oregon Short Line Railway have been received. Will you please forward this at your earliest convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Metal Reinforcement	418.08	6,968 lb.	0.06	0.07	487.76

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 29 1940
STATE HIGHWAY COMMISSION

January 27, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

May we please have a copy of engineer's final estimate on Oregon FAP 164-B, John Day Highway, Jamieson-Lancaster Section.

Referring to our letter of January 4, requesting certain maintenance data, as this information has not been received, we assume that items Nos. 6 and 7 may be taking some time to prepare. If this is the case, it would be satisfactory if we might have the other information now with the above two items to follow when available.

Will you please note the above for attention of Mr. J. F. Cameron?

Very truly yours,

WH Lynch

W. H. LYNCH
District Engineer

Metal Reinforcement	418.08	6,968 lb.	0.06	0.07	487.76

FA 164-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

October 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 164-B (1), Jamieson-Lancaster Section of the John Day Highway, was made by a representative of this office on September 19, 1939. Prompt submission of the final voucher will be appreciated.

We have not yet received copies of easements for encroachments on the Oregon Short Line Railway to permit final payment in accordance with paragraph (b) of Article III of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Metal Reinforcement	418.08	6,968 lb.	0.06	0.07	487.76

ptember 15th, 1939

COST ANALYSIS-FINAL REPORT
John Day Highway, Jamieson-Lancaster Section
Contract 2131, Prefix 23-1103
Leonard & Slate, Contractors
Edward Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$150.00	100%			$500.00
Trench Excavation	690.84	767.6 cu. yd.	0.90	1.00	767.60
Excavation, Single Class	14,073.87	85,050 " "	0.166	0.17	14,458.50
Overhaul	686.21	68,621 yd. sta.	0.01	0.01	686.21
Truck Haul	2,802.33	28,023.3 yd. mi.	0.10	0.10	2,802.33
Finish Roadbed & Slopes	1,050.60	7.04 Miles	150.00	250.00	1,760.00
Rounding Cutbanks	1,160.40	19,142 lin. ft.	0.06	0.09	1,722.78
12" Concrete Pipe	439.60	447 " "	0.98	1.00	447.00
18" " "	668.10	393 " "	1.70	1.75	687.75
24" " "	706.20	321 " "	2.20	2.30	738.30
30" " "	616.00	160 " "	3.85	4.00	640.00
60" " "	684.00	48 " "	14.25	15.00	720.00
Salvage Culvert Pipe	181.30	259 " "	0.70	1.00	259.00
Salvage Surface Materials	709.10	1,410 cu. yd.	0.50	0.30	423.00
Selected Roadbed Topping	7,509.65	35,775 " "	0.21	0.25	8,943.75
Hauling " "	5,548.15	56,618.5 yd. mi.	0.098	0.10	5,661.85
*Sprinkling	1,251.25	962.5 M-Gal.	1.30	1.50	1,443.75
*Preparation of Base	732.16	7.04 Miles	104.00	100.00	704.00
*Mineral Aggregate in Place	3,718.40	1,328 cu. yd.	2.90	3.00	3,984.00
*SC-6 Road Oil in Place	2,890.68	111.18 Tons	26.05	25.00	2,779.50
*Cutback Asphalt in Place	2,943.46	113.21 "	26.05	25.00	2,830.25
*3/4"-1/2" Cr. Gravel in S.P.	1,807.91	1,390.7 cu. yd.	1.30	1.50	2,086.05
*1/2"-1/4" " " " "	1,231.49	947.3 " "	1.30	1.50	1,420.95
Hauling Cr. Gravel, Pile Measure	116.90	1,169 yd. mi.	0.10	0.10	116.90
Class "D" Concrete	904.72	42.08 cu. yd.	21.50	25.00	1,052.00
Metal Reinforcement	418.08	6,968 lb.	0.06	0.07	487.76

Jamieson-Lancaster.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Treated Lumber	$1,337.62	17.383 M-FBM	81.00	95.00	$1,651.39
PA #1, 18" Corr. Iron Pipe	441.00	252 lin. ft.	1.75	1.75	441.00
PA #2, Conc. Siph. Pipe 18"	151.80	69 " "	2.20	2.00	138.00
" " Class "A" Concrete	147.20	7.02 cu. yd.	21.00	25.00	175.50
¼" - 0" Screen Rejections	200.53	802.1 cu. yd.		0.25	200.53
Deduction - Cement Adjustment		4 bbls.		3.35	- 13.40
	$55,969.55				$60,716.25

* Sublet

Gross Revenue	$60,716.25
Total Cost	55,969.55
Net Profit	$4,746.70

Net Profit Equals 7.8% of Gross Revenue

Jamieson-Lancaster Section

Detail of Cost

Labor:

Supervision	$1,150.00	
Labor	14,327.60	
State Industrial Accident Insurance	961.61	
Social Security & Unemployment Insurance	572.15	
		$17,011.36

Materials:

12" Concrete Pipe	447	lin. ft.	at	0.75	$335.25	
18" " "	393	"	"	1.45	569.85	
24" " "	321	"	"	1.80	577.80	
30" " "	160	"	"	3.25	520.00	
60" " "	48	"	"	12.50	600.00	
Cement					249.20	
Metal Reinforcement	6,968	lb.	"	0.0251	174.69	
18" Corr. Iron Pipe	252	lin. ft.	"	1.38	347.76	
18" " " " Bands	6	each	"	1.38	8.28	
18" Conc. Siph. Pipe	69	lin. ft.	"	1.60	110.40	
Treated Lumber	17.383	M-FBM	"	52.00	903.71	
						4,396.94

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$11,825.00	
Rented Equipment	1,105.52	
Gas, Oil & Grease	4,517.63	
Lumber	207.31	
Small Tools, Supplies & Misc.	1,304.80	
General Overhead Expense	253.80	
Bond	607.16	
Home Office Expense	607.16	
		20,428.38

Sub-Contracts:

Barklow	962.5	M-Gal. Sprinkling at 1.25 less labor	$977.69	
C. T. Lackey	802.1	cu. yd. Screen Rejections at 0.25	200.53	
	3,666	cu. yd. Crushed Gravel at 1.25	4,582.50	
Warren Northwest	7.04	Miles Preparation of Base at $100.00	704.00	
	1,328	cu. yd. Placing Mineral Aggregate at 1.55	2,058.40	
	111.18	tons SC-6 Road Oil at 25.00	2,779.50	
	113.21	tons Cutback Asphalt at 25.00	2,830.25	
				14,132.87
				$55,969.55

Jamieson-Lancaster Section

REMARKS:

This project consisted of the grading, surfacing and oiling of 7.04 miles of roadway. It was bid and awarded on November 18th, 1938; work was started December 9th, and completed June 30th, 1939.

For the grading work the contractor used 2 RD-8 cats, a 13 cu. yd. LeTourneau scraper, a dozer, a ripper and a No. 12 cat motor patrol. The single class excavation, except for a small quantity of cemented gravel, was composed of fine and light material and was effectively handled.

The selected roadbed topping was taken from two gravel pits which were so advantageously located that the haul distance averaged only about 1½ miles. A 1 cu. yd. dragline shovel was used to load into light trucks. The material dug fairly easy and although some stripping of pits was required the unit cost was kept at a low figure.

Considering the fact that this contract was bid $7,417.00 below that of the second bidder, the contractor had to operate efficiently to show a profit. The production of crushed materials was sublet to C. T. Lackey and the oiling work to Warren Northwest Inc.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FA 164-B-1

September 14, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that the reflectorized advance warning signs and reflectorized cross-buck signs required at the grade crossing on the Jamieson-Lancaster Project, Project FA 164-B (1), are now in place.

The installing of these signs brings the project to completion and makes it eligible for final acceptance.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

[illegible]—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1939

From: Mr. W. O. Widdows, Asst. Maint. Engineer

To: Mr. S. H. Probert, Office Engineer

Subject: Cross Buck Railroad Signs on Jamieson-Lancaster Section.

Dear Sir:

The cross buck type railroad signs were installed on the Jamieson-Lancaster Project, Prefix 23-1103-579 last week.

Very truly yours,

W O Widdows

WOW:mt

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 3 - 1939

August 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter dated November 1, 1938, concerning the reflectorized advance warning signs and reflectorized crossbucks to be installed at Station 825+47.4 of Oregon Federal Aid Project No. 164-B (1), the Jamieson-Lancaster Section of the John Day Highway.

It is requested that the installation be made at an early date so that final acceptance of the project can be made.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#2131

FR 164-E-1

August 9, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2131, for the construction of the Jamieson-Lancaster Section of the John Day Highway in Malheur County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 19, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, dbts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $60,716.25, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2131

RECEIVED
AUG 4 1939
FOR F

FA 164-B-1

August 3, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2131, fornthe construction of the Jamieson-Lancaster Section of the John Day Highway in Malheur County. This payment will be made on or after August 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—5M—7-38

FA 164 E-1

ORE ON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 12, 1939

Section Jamieson - Lancaster

Kind of work Grading, surfacing and Oiling

Highway John Day

Section prefix 23-1103

Contractor Leonard and Slate

Contract number 2131

Date of contract November 18, 1938

Date of completion July 15, 1939

Date work started December 9, 1938

Estimated date of completion June 30, 1939

Amount of contract $ 66,179.00

Per cent of time elapsed 94.5 %

Estimated cost of completed project, exclusive of engineering $ 65,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3989.00, 6 %

Date project was completed June 30, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this project on Friday, June 30, of this week.

The final estimate will be completed early next week.

NOTED

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

NOTED
VAN SCOY

Signed

Address Vale Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.04	7.04	7.04	7.04	
Miles partially completed					
Miles completed	7.04	7.04	7.04	7.04	
Total estimated quantities	85,816	37,185	2790	1,328	
Estimated quantities moved or placed to date	all	all	all	all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders, Rollers, Mixers, Crushing or screening plants 1,

Compressors, Bulldozers, Sheet-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	weather clear and very warm all week no lost time.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

May 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 164-B (1)
Jamieson-Lancaster section
John Day Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ______________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Jor

Appr- 38635
5-2-39

Form P. R. 2

State Oregon

Federal Aid Project No. 164-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of April, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of September, 1930, a project statement, which was approved by the Secretary on the 11th day of December, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 21 day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-one thousand, three hundred sixty and 00/100 dollars ($41,360.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 802+44.5 in the SE 1/4 of Section 9 of T. 16 S., R. 43 E., and survey station 1174+00 in the SW 1/4 of Section 5, T. 17 S., R. 44 E., W. M., the northerly end of Section A of said project

, length 7.037 miles, in Malheur County, being Section B(1) of Oregon Federal Aid project No. 164, consisting of 7.037 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

8—3418

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Oregon Short Line Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of forty-one thousand, three hundred sixty and 00/100 dollars ($41,360.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-seven thousand, seven hundred ninety-one and 00/100 dollars ($67,791.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 27 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 164-B(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 67,791.00 as the total estimated cost of said project, and the sum of $ 41,360.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 27 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 5-M-1 3M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 22 1939
FOR FILING

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

3a 164-B-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am submitting herewith one copy of a subcontract for which approval has been requested and entered into by and between Leonard & Slate and the Warren Northwest Incorporated for construction of oil mat wearing surface on the Jamieson-Lancaster Section of the John Day Highway in Malheur County.

The subcontract meets the approval of this office and if you approve, I will so notify the contracting parties.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

c R. H. Baldock ✓

FAP 164-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE
POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 164-B (1)
Jamieson-Lancaster section
John Day Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

A clause is included in Article III of the agreement to provide for withholding final payment until right of way has been obtained from the Oregon Short Line Railroad, since we have not received the easement referred to in our letter of November 2, 1938.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED
MAR 13 19

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 25th, concerning Price Agreements Nos. 1 and 2, in connection with the Jamieson-Lancaster Project, Federal Aid Project No. 164-B (1).

We are today in receipt of advice from the field which enables us to state that none of the work contemplated in these price agreements has been commenced.

Very tyuly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

[illegible] 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 10 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Vale, Oregon
March 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The work contemplated in Price Agreements Nos. 1 and 2 of the Jamieson - Lancaster Project will start within the week or next ten days.

Very truly yours,

Edward Chidsey
Edward Chidsey
Resident Engineer
Vale, Oregon

EFC:vm

cc W. C. Williams

March 4, 1939

Mr. Edward Chidsey
Resident Highway Engineer
Vale, Oregon

Dear Sir:

For the information of the Bureau of Public Roads, please advise us by return mail the date on which the work contemplated in Price Agreements Nos. 1 and 2, applicable to the Jamieson-Lancaster Project, was commenced, or is to be commenced.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. C. Williams

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 27 1939
[illegible] HIGHWAY COMMISSION

February 25, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible] Chidsey
Jake

Dear Sir:

Receipt is acknowledged of your letter of February 21 enclosing copies of Price Agreements, Nos. 1 and 2, dated February 8, 1939, and covering the furnishing and installation of culvert and syphon pipe on Oregon Federal Aid Project No. 164-B (1), Jamieson-Lancaster Section of the John Day Highway.

You did not advise if this work had been started, but probably it was decided upon prior to your receipt of General Administrative Memorandum No. 71, in which case we will recommend it for approval, though, of course, no assurance can be given that it will be approved.

Please submit the information above-mentioned at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED [illegible]

March 4, 1939

Union Pacific Railroad Company

Pocatello, Idaho

Gentlemen:

I am returning to you herewith two copies of the agreement between your company and the State Highway Commission covering the construction of a highway crossing and encroachment at Jamieson, Oregon.

These you will note have been signed by the State Highway Commission and are being returned to you for execution on the part of the railroad company officials. When fully executed, will you please return one copy to this office for the Highway Commission's records and files.

Very truly yours,

Secretary

MC:AM

cc - Mr. H. G. Smith

FORM 2-2-1 6M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 20,1939.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The sub-contract between Leonard and Slate and Chester T. Lacey for the crushing of gravel on the Jamieson-Lancaster Section of the John Day Highway meets with the approval of this office and you may so advise the interested parties.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by
Chas. E. Low
H

CC to
R. H. Baldock.

FORM 5-11-1 3M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreements No. 1 and No. 2 on the Jamieson-Lancaster section of the John Day Highway in Malheur County.

Price agreement No. 1 covers the installation of corrugated iron ~~siphon~~ pipe at Stations 810 and 813+50. These pipes are to be substituted for concrete pipe for the reason that we find it necessary to make a slight span of the borrow pits in order to afford adequate drainage. The spanning of the borrow pits with concrete pipe is not feasible. And the spanning by corrugated iron pipe is preferable to siphon pipe as the length of the span is very small. No additional authorization will be required for this price agreement.

Price agreement No. 2 covers the installation of two concrete siphon pipes which were not included in the original contract. At Station 840+50 it was intended to use a culvert pipe, but we find it impractical to secure sufficient covering for the pipe without lowering the grade of the ditch to a point that would be unsatisfactory to the users, so that a siphon seems required. At Station 902+70 there was a siphon pipe in place which we thought belonged to the Bureau of Reclamation and would be lowered by them. It has since been determined that this pipe was installed by the State Highway Department when the original road was constructed and the Bureau of Reclamation merely added concrete drop boxes to the pipe to better fit in with their irrigation plans. They refused to lower the pipe on the basis that it is an obligation of the Highway Department, being installed by the Department in the first instance. Therefore, it becomes necessary for us to install a new siphon pipe at this station. The old pipe is to be salvaged and used as required under road approaches, etc. Additional project authorization in the amount of $490 is requested for this price agreement.

NOTED
State Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock

FORM 9-H-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 20 1939
ORE. CITY
STATE HIGHWAY COMMISSION

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

164

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith copy of a sub-contract to be entered into between Leonard & Slate and Chester T. Lackey for the crushing of gravel on the Jamieson-Lancaster section.

Investigation reveals that Mr. Lackey has an entire crushing plant idle at Ontario and he is prepared to move this plant to the project immediatly and start work. I am, therefore, recommending approval of the sub-contract and will appreciate your early advice as to your approval in order that Mr. Lackey may proceed immediately with the installation of his plant.

NOTED
State Highway Engineer

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:WA
enc.

cc R. H. Baldock
Leonard & Slate, Multnomah

FORM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
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RECEIVED
JAN 1
STATE HIGHWAY COMMISSION

January 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

144-13-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

With reference to your telegram of this date relative to encroachment at Jamieson, I believe it will be necessary to go ahead with the encroachment as planned for the reason that the contractor has already entered upon the property and constructed the embankment between Stations 862+50 and 865. To make any change in the encroachment would result in a change of alignment, which would be difficult at this time.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

164-B-1

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Jamieson-Lancaster Section, Project No. FA 164-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 164-B(1)

JAMIESON-LANCASTER SECTION OF
THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

All Required		Clearing and Grubbing		$ 500.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
94,000	cu. yds.	Excavation, Single Classif.	.17	15,980.00
102,000	yd. sta.	Overhaul	.01	1,020.00
20,000	yd. mi.	Truck Haul	.10	2,000.00
7.04	miles	Finishing Roadbed and Slopes	250.00	1,760.00
42,000	lin. ft.	Rounding Cutbanks	.09	3,780.00
460	lin. ft.	12" Concrete Pipe	1.00	460.00
520	lin. ft.	18" Concrete Pipe	1.75	910.00
340	lin. ft.	24" Concrete Pipe	2.30	782.00
150	lin. ft.	30" Concrete Pipe	4.00	600.00
50	lin. ft.	60" Concrete Pipe	15.00	750.00
360	lin. ft.	Salvaging Culvert Pipe	1.00	360.00
6,000	cu. yds.	Salvaging Surfacing Materials	.30	1,800.00
36,000	cu. yds.	Selected Roadbed Topping	.25	9,000.00
58,000	yd. mi.	Hauling Selected Roadbed Topping	.10	5,800.00
700	M-Gal.	Sprinkling	1.50	1,050.00
7.04	miles	Preparation of Base	100.00	704.00
1,300	cu. yds.	Mineral Aggregate in Place	3.00	3,900.00
130	tons	SC-6 Road Oil in Place	25.00	3,250.00
130	tons	Emulsified or Cutback Asphalt in Place	25.00	3,250.00
46	cu. yds.	Class "D" Concrete	25.00	1,150.00
7,400	lbs.	Metal Reinforcement	.07	518.00
19	M-FBM	Treated Lumber	95.00	1,805.00
		Subtotal		$ 61,629
		10% Engr. & Cont.		6,162
		Total		$ 67,791

Length 7.037 miles
Cost per mile $ 9,633

Federal Aid Funds Requested	$ 41,360
State Funds	26,431
	$ 67,791

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 20 1938
FOR FILING

164-B-1

December 19, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2131 which was awarded to you on November 18, 1938, for grading, surfacing and oiling the Jamieson-Lancaster Section of the John Day Highway, in Malheur County. This copy is for your records and files.

Very truly yours,

JMcF:AM — Secretary

RECEIVED
DEC 2 1938
FOR FILING

144-B-1

December 1, 1938

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2131 which was awarded to you on November 18, 1938, by the State Highway Commission, covering grading, surfacing, and oiling of the Jamieson-Lancaster Section of the John Day Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-M-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAIS

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 25 1938
FOR FILING

1938

November 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

164-B-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

Will you please furnish to Mr. Edward Chidsey, Resident Engineer at John Day, with a copy to this office, prefix assigned to the Jamieson-Lancaster Section of the John Day Highway in Malheur County. This prefix is needed by Mr. Chidsey for his current pay roll. 23-1103

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC R H Baldock

714-13-1

November 19, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for 7.04 miles grading, surfacing and oiling and construction of two 15-ft. bridges on the Jamieson-Lancaster Section of the John Day Highway, in Malheur County. This award was based on your low bid of $66,179 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HG:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible]1 1938
STATE HIGHWAY COMMISSION

164-B-1

November 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 164-B (1), Jamieson-Lancaster section of the John Day Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
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OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

November 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. No. 164-B (1), the Jamieson-Lancaster section of the John Day Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

A revised sketch map should be submitted showing the new alignment in the vicinity of Jamieson.

Approval of this project is subject to the condition that the material for the mineral aggregates be approved by this office before being used.

Copies of encroachment agreement should be furnished prior to submission of the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Copy sent to
H. B. Smith Nov 4

RECEIVED
MAR 17 1939
FOR [illegible]
1.4-P-1

November 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the grade crossing at Station 825+47.4 of the Jamieson-Lancaster Section, Project FA 164-B (1).

Reflectorized advance warning signs and reflectorized cross-buck grade crossing signs will be installed at this crossing before the grading and surfacing operations to be performed on the Jamieson-Lancaster Project are completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MR

5

RECEIVED
NOV 2 1938

164-B-1

November 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For your information in connection with the Jamieson-Lancaster Project, Project 164-B (1), we are submitting herewith copies of laboratory reports on tests made of the gravel proposed to be used in the selected roadbed topping work, and as aggregate in the oil mat surface treatment work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

October 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Jamieson-Lancaster Section, Project No. FA 164-B(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 164-B(1)

JAMIESON-LANCASTER SECTION OF

THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 28, 1938

All Required		Clearing and Grubbing		$ 500.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
94,000	cu. yds.	Excavation, Single Classif.	.19	17,860.00
102,000	yd. sta.	Overhaul	.015	1,530.00
20,000	yd. mi.	Truck Haul	.12	2,400.00
7.04	miles	Finishing Roadbed and Slopes	200.00	1,408.00
42,000	lin. ft.	Rounding Cutbanks	.08	3,360.00
460	lin. ft.	12" Concrete Pipe	1.00	460.00
520	lin. ft.	18" Concrete Pipe	2.00	1,040.00
340	lin. ft.	24" Concrete Pipe	3.00	1,020.00
150	lin. ft.	30" Concrete Pipe	4.00	600.00
50	lin. ft.	60" Concrete Pipe	10.00	500.00
360	lin. ft.	Salvaging Culvert Pipe	1.00	360.00
6,000	cu. yds.	Salvaging Surfacing Materials	.70	4,200.00
36,000	cu. yds.	Selected Roadbed Topping	.25	9,000.00
58,000	yd. mi.	Hauling Selected Roadbed Topping	.11	6,380.00
700	M-Gal.	Sprinkling	1.50	1,050.00
7.04	miles	Preparation of Base	100.00	704.00
1,300	cu. yds.	Mineral Aggregate in Place	2.50	3,250.00
130	tons	SC-6 Road Oil in Place	23.00	2,990.00
130	tons	Emulsified or Cutback Asphalt in Place	27.00	3,510.00
46	cu. yds.	Clas "D" Concrete	23.00	1,058.00
7,400	lbs.	Metal Reinforcement	.05	370.00
19	M-FBM	Treated Lumber	105.00	1,995.00

Subtotal	$ 66,045
10% Engr. & Cont.	6,604
Total	$ 72,649

Length	7.037 miles
Cost per mile	$ 10,323

Federal Aid Funds Requested- -	$ 44,320
State Funds- -	28,329
	$ 72,649

FORM S-M-1 1900 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 18, 1938

IN REPLY PLEASE REFER TO FILE NO.

164-B-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

RECEIVED
SEP 20 1938
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to three siphons constructed by the Bureau of Reclamation on the Jamieson-Lancaster section of the John Day Highway in Malheur County:

As you will remember it was necessary that these siphons be lowered to permit reconstruction of the highway. I have requested the Bureau to perform this work. I am this date in receipt of a letter from C. C. Ketchum, Superintendent, Vale, advising that they will reconstruct the three siphons immediately after October 15, on which date water will be turned out of the canals.

It will, therefore, not be necessary that any provisions be made in our contract for the lowering of these siphons by either the contractor or State forces.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM 8-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
SEP 7 1938
FOR FILING
114-1-1

August 18, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In working up the plans and special provisions for the Jamieson-Lancaster Section, the following questions have been raised:

1. The profile shows 9,847 cubic yards borrow from gravel pit at Station 841 with a 2,000 foot deadhaul. The specifications do not cover this. They say that the borrow is to come from widening the cuts. Please clarify and give the kind of materials to be used from borrow, location of source, and whether there are any restrictions on the kinds of materials and excavation limits. Specifications for topping state that stripping of pits to be included in topping price, stripping material to be placed in embankment.

2. Special provisions give topping pit 600 feet right of Station 844. It is assumed that this is a different pit than that which is to be used as a borrow pit.

3. Is a new culvert at Station 809+10 to be connected with the existing culvert under the old road? Will it cross the existing ditch and siphon? Is there any change in location of the ditch?

4. Have the siphons at Stations 903, 1080, and 1163 been lowered by the Reclamation Service? If not, will they be lowered in time so as not to interfere with the construction operations?

5. The specifications call for rock and slope protection on channel changes. There is only one channel change shown. Will rock protection be necessary?

6. Is it intended to salvage all existing surfacing material? Give the location, kind of materials, with and approximate thickness of present surfacing to be salvaged.

7. Will sprinkling be required for topping and salvaging surfacing?

8. Give us your recommendation for completion date. Are there any limitations on construction operations, that is, for handling traffic during construction?

9. What is the disposition of the bridge at station 1025? Is it to be salvaged?

10. This project is worked up on a thirty foot road bed. On approximately three miles, the project is worked up using borrow sections with five to one slopes. If the five to one slope is carried up on the topping as per our standards, we would only have a twenty foot road bed. To secure a thirty foot top width using five to one slopes, it will be necessary to have a thirty-four foot road bed. This would naturally increase your quantities, and we believe that the project should be reworked, possibly using four to one slope. The slope of the topping corresponds to that of the cut.

For your use in answering the above questions, we are sending you under separate cover a blue print of profile and federal aid sheets, one book of transit level cross-section notes, and five rolls of platted cross-sections.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

CEL:DU

cc to: R. H. Baldock

NOTED
C. B. McCullough

CONTRACT# [redacted] 2132

24-2001 Salem Storage Building

2132

#2132

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 4, 1939

24-2001

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
OFFICE

Dear Sir:

This is to advise you that Carl Bahlburg completed his work on Contract 2132 (Car shed at Salem Shops) on February 24, 1939. The specificied completion date for the work was February 16, 1939.

We are arranging for the extension of time necessary.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG:kr

REFERRED
SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE 3/21/59
Secretary

#2132

RECEIVED
MAR 21 1939
FOR

24-1001

March 16, 1939

Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2132, for the construction of a storage shed at the Salem Highway shops at Salem, has been completed by the contractor, Carl Bahlburg, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 27, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $2,242.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM B-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
MAR 17 1939
FOR FILING

24-2021

March 15, 1939

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Office

Dear Sir:

Herewith application for extension of time on the contract for the construction of the car storage building at the Salem shop, contract number 2132, Carl Bahlburg, contractor. It is accompanied by the consent of surety. This is a state job and does not require concurrence of the Bureau of Public Roads.

The contract completion date was February 16. Work on the building, except for some outside painting, was completed on January 21, and the building has been in use since that date. Painting was held up by order of the engineer, awaiting more favorable weather. The painting work was completed on February 24, an overrun of 8 days.

I would recommend that the extension be granted without penalty.

Yours very truly,

G. S. Paxson
Bridge Engineer

GSP:TH
Att.
cc: C. B. McCullough

NOTED
C. B. McCullough

RECEIVED
JAN 31 1939
FOR FILING

#2132

February 10, 1939

Maryland Casualty Company,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Carl Bahlburg on Contract No. 2132, for the construction of a storage shed at the State Highway Shops, Salem. This payment will be made on or after February 10, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 20 1938
FOR FILING

24-2 [illegible]

December 19, 1938

Mr. Carl Bahlburg
2495 South Church
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of contract No. 2132 which was awarded to you on November 18, 1938, for construction of a car storage building at Salem, Marion County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
NOV 30 1938
FOR FILING

24-2001

November 29, 1938

Mr. Carl Bahlburg
2495 South Church
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2132 which was awarded to you on November 18, 1938, by the State Highway Commission, covering construction of a car storage building at Salem, Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to page 8 of the mimeographed Special Provisions relating to claims due the Industrial Accident Commission and payment of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

24-2001

November 19, 1938

Mr. Carl Bahlburg
2495 South Church
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for the construction of a frame building for car storage at the east city limits of Salem, Marion County. This award was based on your low bid of $2,242 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HC:AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

CONTRACT # 2133

28-1203 Moro-Wasco County Line Section,
Sherman Highway

2133

RHBaldock

RECEIVED

July 6th, 1939

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT

Sherman Highway, Moro-Wasco County Line Section
Contract 2133, Prefix 28-1203
Rogers Construction Co., Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in Stockpile	$5,030.12	3,015.5 cu. yd.	1.67	1.59	$4,794.65
½"-¼" " " " "	7,141.11	4,281 " "	1.67	1.59	6,806.79
¼"-1/8" " " " "	2,766.53	1,658.5 " "	1.67	1.59	2,637.02
1/8"-0" Screen Rejections	535.78	2,143.1 " "		0.25	535.78
¼"-1/8" " "	36.43	145.7 " "		0.25	36.43
1"-0" " "	68.30	273.2 " "		0.25	68.30
Force Account	277.49				277.49
Deduction - Haul Adjustment		182.3 yd. mi.		0.10	- 18.23
	$15,855.76				$15,138.23

Total Cost	$15,855.76
Gross Revenue	15,138.23
Net Loss	$717.53

Net Loss Equals 4.7% of Gross Revenue

6H59190

Moro-Wasco County Line

Detail of Cost

Labor:

Supervision	$893.05	
Labor	5,107.31	
State Industrial Accident Insurance	355.60	
Social Security & Unemployment Insurance	252.40	
		$6,608.36

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$4,750.00	
Hired Trucks (Not including labor)	1,181.00	
Gas, Oil and Grease	1,918.03	
Powder	453.90	
Small Tools, Supplies & Misc.	250.25	
Move In	309.64	
Misc. Expense	81.82	
Bond	151.38	
Home Office Expense 1%	151.38	
		9,247.40
		$15,855.76

Moro-Wasco County Line Section

Breakdown of Crushed Rock in Stockpile

	Cost	Quantity	Unit Cost
Move In & Erect Plant	$1,126.69	11,517 cu. yds.	0.098
Drill & Shoot Quarry	815.90	" " "	0.071
Load Quarry Rock	2,286.25	" " "	0.199
Haul " " to Crusher	958.22	" " "	0.083
Crush	4,125.75	" " "	0.358
*Haul to Stockpiles	4,400.54	" " "	0.382
Stockpile	637.28	" " "	0.055
Overhead & Proratables	1,505.13	" " "	0.131
	$15,855.76	11,517 cu. yds.	$1.377

* Haul Averaged 5.2 miles.

Sizes & Quantities of Crushed Rock

3/4" - 1/2"	3,015.5 cu. yds.
1/2" - 1/4"	4,281.0 " "
1/4" - 1/8"	1,658.5 " "
1/8" - 0" Screen Rejections	2,143.1 " "
1/4" - 0" " "	145.7 " "
1" - 0" " "	273.2 " "
	11,517.0 cu. yds.

Moro-Wasco County Line Section

REMARKS:

This contract consisted of the production of 8,700 cubic yards of crushed rock in stockpiles. It was bid and awarded on November 10th, 1938; work was started November 29th, and finished January 23rd, 1939.

The quarry rock shot quite small and required hardly no secondary shooting. The quarry was composed of material that drilled with very little effort and required a minimum amount of powder. A 3/4 cu. yd. shovel was used to load the broken quarry rock into trucks for transport to crusher plant.

Erection of crushing plant was started November 29th, and commenced operating December 17th. It consisted of a 13" gyratory primary crusher, 3' cone recrusher, 4' x 10 vibratory screen, two diesel engines (120 h.p. and 80 h.p.). While operating the plant averaged about 24 cu. yds. per hour.

This job was bid too low considering the large percentage of screen rejections, and the time of year. Outside of minor shutdowns on account of breaks in machinery and winter weather, the contractor made fair progress.

E. E. Clymer
Cost Analyst

By . . [illegible] [illegible]

Moro-Wasco County Line Section

REMARKS:

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This job was bid too low considering the large percentage of screen rejections, and the time of year. Outside of minor shutdowns on account of breaks in machinery and winter weather, the contractor made fair progress.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2133

RECEIVED
FEB 21 1939
FOR FILING

February 20, 1939

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2133, Moro-Wasco County Line Section of the Sherman Highway in Sherman County. This payment will be made on or after March 2, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—7-36

C ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending January 28, 1939

Section	Moro-Wasco County Line	*Kind of work*	Rock Production
Highway	Sherman	*Section prefix*	28-1203
Contractor	Rogers Const Company	*Contract number*	2133
Date of contract	Nov 17, 1938	*Date of completion*	March 30, 1939
Date work started	Nov 28, 1938	*Estimated date of completion*	January 23, 1939
Amount of contract	$ 10850.00	*Per cent of time elapsed*	55 %

Estimated cost of completed project, exclusive of engineering $ 10833.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 750.00, %

Date project was completed January 23, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work was completed on this Section at 6 A.M. on Monday January 23rd.

Stock Piles have all been remeasured and we are now computing areas and volumes in office.

Material Inspector Gale is waiting at Grass Valley for an assignment, final estimate will be sent in soon.

NOTED
RAY WEBBER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2133

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2133

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1 1939
FOR

January 25, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on the state highway contracts listed below, dates of completion being as indicated.

✓ ~~Contract No. 1979, with Roy L. Houck, for grading the Lamb Creek-Sheep Ridge Section of the Santiam Highway in Linn County, was completed November 17, 1938.~~

Contract No. 2133, with Rogers Construction Co., for furnishing crushed rock for the Moro-Wasco County Line Section on the Sherman Highway in Sherman County, was completed January 23, 1939.

Acceptance of the above listed projects by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. James McFarland

HIGHWAY COMMISSION
DATE Jan. 27, 1939
H B Glaisyer

RECEIVED
JAN 6 1939
FOR FILING

January 5, 1939

Rogers Construction Co.

Dayton, Washington

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2133 awarded to you on November 18, 1938, for furnishing crushed rock in stock piles on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County. This copy is for your records and files.

Very truly yours,

JMCF:AM

Secretary

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 29th, 1938

Mr. W. M. Chandler
Division Engineer
State Highway Department
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Authority will be granted to Sherman County to purchase crushed rock from the Rogers Construction Company's plant set up on the Moro-Wasco County Line Section of the Sherman Highway. In order to avoid any difficulties with this P.W.A. contract, I suggest that the production of this rock be an entirely separate arrangement made after our contract is completed, although I would not absolutely insist upon this if the contractor is selling them some odd sizes at a reduction in price.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JAN 6 - 19
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

January 5th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with P. W. A. regulations, enclosed herewith is a letter received from Resident Engineer Peck summarizing the value of work and engineering costs on the MORO-WASCO COUNTY LINE rock production project, Contract No. 2133, P. W. A. Docket Oregon 1349-F.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

RECEIVED
DEC 30 1938
FOR FILING

[illegible]

December 29th, 1938

Hon. George A. Potter
County Judge
Sherman County
Klondike, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

This will authorize you to purchase crushed rock from the Rogers Construction Company's plant on the Moro-Wasco County Line Section of the Sherman Highway.

If possible, this should be made an independent operation after the contractor has finished his present contract in order to avoid any complications with the P.W.A. regulations, but I think this may be waived in case you are purchasing odd sizes at a reduction in price.

Very truly yours,

Assistant State Highway Engineer

R

December 29th, 1938

Rogers Construction Co.
Dayton, Washington

NOTED
Asst. State Highway Engineer

Dear Sirs:

Mr. George A. Potter, County Judge of Sherman County, Oregon, has requested that we permit you to sell Sherman County some crushed rock from your set-up on the Moro-Wasco County Line Section.

This is your authority to use rock from our quarry for that purpose, but I would prefer it be made an independent operation after you have completed the State contract unless you are selling them some odd sizes which can be produced simultaneously with the State contract.

Very truly yours,

Assistant State Highway Engineer

R

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

RECEIVED
FOR FILING

December 27th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

Dear Sir:

I am forwarding you herewith a request from George A. Potter, Judge of Sherman County, in which he asks permission to purchase some crushed rock from the Rogers' Construction Company who have a contract on the Moro Wasco County Line section of the Sherman Highway.

As there is an unlimited amount of rock in this vicinity I can see no reason for not giving the county permission to purchase the rock from the Rogers Construction Company. I would recommend also that a letter concerning the matter be sent to the contractors.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock

W. R. Rogers

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

RECEIVED
DEC 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

28-1203

December 7, 1938

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We have your letter of November 30, notifying us that you were sending us four copies of State Highway Contract No. 2133, covering the furnishing of crushed rock in stock piles on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County.

This Contract has already been executed by our surety and by us and will be returned to you today. As requested in your letter, they will be accompanied by a certified copy of our policy for Public Liability and Property Damage Insurance, and also by five copies of a certificate of insurance covering the policy.

We are covered for Workmen's Compensation Insurance by the Oregon State Industrial Accident Commission. We have written them requesting that they furnish you with any certificates of insurance required in connection with this Contract.

Very truly yours,

ROGERS CONSTRUCTION CO.

Donald Rogers

DCR en

FORM 5-D-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 8 1938
FOR FILING

28-1203

7 - 1938

December 6th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of December 5th relative to the notification of starting date on Rogers Construction Company's Contract #2133 on the Moro-Wasco County Line project, Oregon Docket #1349-F, job prefix #28-1203, we enclose herewith copy of Western Union Telegram dated November 29, 1938, addressed to W. H. Lynch, District Engineer, U. S. Bureau of Public Roads, advising him that work started on that date.

It is evident that Mr. Cooper overlooked sending you a copy of this telegram.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. Forrest Cooper

1 Encl.

5

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 7 1938
FOR FILING
25-1203

December 5, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W.E.Chandler,
Division Engineer,
Bend, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

We have been advised by the Rogers Construction Company that work has been started on the Morrow-Wasco County Line P.W.A. project. To date we have received no notification from the Resident Engineer or your office to that effect.

The Bureau of Public Roads and this office should be notified promptly when work begins on any project and especially on W.P.A. projects where starting date must be vigorously enforced.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

RECEIVED
NOV 30 1938
FOR FILING

2V-12-[illegible]

November 30, 1938

ROGERS CONSTRUCTION COMPANY

Dayton, Washington

Gentlemen:

We are sending to you today by express four copies of State Highway Contract No. 2133, which was awarded to you on November 18, 1938, by the State Highway Commission, covering the furnishing of crushed rock in stock piles on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to Page 1 of the General Conditions (Part I), relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to Page 12 of the General Conditions (Part II), relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

Secretary

HC:MBL

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

November 29th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned Resident Engineer Cooper the engineering responsibilities on the MORO-WASCO COUNTY LINE ROCK PRODUCTION PROJECT.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. Forrest Cooper
Mr. N. M. Finkbiner

FORM 8-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

November 28,1938

24-1203

Rogers Construction Company,
Dayton, Wash.

Gentlemen:

The Moro-Wasco County Line job is a P.W.A. project and work must be started on or before December 10, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed within 4 months from the date on which the work commences.

Your cooperation in complying with all requirements as set forth in the plans and specifications will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
W. E. Chandler

FORM 8-S-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

~~175~~

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 25, 1938

28-12-3

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Moro-Wasco County Line Section
Docket Number Oregon 1349-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, Rodgers Construction Company.

Certified copies of the tabulation of bids and control estimate will be forwarded in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Moro-Wasco County Line Section of the Sherman Highway in Sherman County, Docket Number Oregon 1349-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 18, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November, 18, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of November, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

45-1

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE MORO-WASCO COUNTY LINE SECTION OF THE SHERMAN HIGHWAY IN SHERMAN COUNTY, DOCKET NUMBER OREGON 1349-F

WHEREAS, bids received for the construction of the Moro-Wasco County Line Section of the Sherman Highway in Sherman County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Rodgers Constn. Co, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Moro-Wasco County Line Section of the Sherman Highway in Sherman County be and the same is hereby awarded to Rodgers Constn. Co, contractor, in the amount of Thirteen Thousand Eight Hundred Thirty-three Dollars ($13833.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

VED
NOV 21

28-1-03

November 19, 1938

Rogers Construction Co.

Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for furnishing crushed rock on the Moro-Wasco County Line Section of the Sherman Highway, in Sherman County. Your bid of $13,833 was identical with that of H. L. Rice and a decision was made by lottery.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HG:AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

cc - Mr. G. C. Hockley
Failing Building
Portland, Oregon

FORM 5-61 2500 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

November 12, 1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Moro-Wasco County Line Rock Production project, for furnishing 8,700 cubic yards of crushed rock in stockpiles on the Sherman Highway in Sherman County:

Item No.	Item		Unit Price	Amount
1.	3/4"-1/2" Crushed Rock in Stockpiles	2,900 cu. yds.	1.60	4,640.00
2.	1/2"-1/4" Crushed Rock in Stockpiles	4,300 cu. yds.	1.60	6,880.00
3.	1/4"-1/8" Crushed Rock in Stockpiles	1,500 cu. yds.	1.60	2,400.00
	Total amount of Estimate			$ 13,920.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

5

RECEIVED
NOV 3 1938
FOR FILING

28-12-3

October 4, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

RECEIVED
OCT 4 1938
LEGAL DEP'T

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Moro-Wasco County Line Rock Production.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
JM Devers
ATTORNEY FOR HWY COMM

REFERRED
TO Glaisyer
FOR
J. M. DEVERS

CAG:VM
Attachments

M

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE MORO-WASCO COUNTY LINE ROCK PRODUCTION
PWA DOCKET NO. OREGON 1349-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Sherman County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 23 to Mr. C. C. Heckley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby/fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Stationary drag scraper operator (up to 1 yard capacity)	$ .80
Stationary drag scraper operator (over 1 yard capacity)	1.12½
Powderman	1.00
Jackhammer man	.75
Oiler	.80
Crusher feeder	.75
Shovel operator	1.25
Truck drivers (3-ton and under, manufacturer's rated capacity)	.75
Truck drivers (over 3-ton, manufacturer's rated capacity	.85
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Moro-Wasco County Line Rock Production Project, in Sherman County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
1938
FOR FILING
27-12

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE MORO-WASCO COUNTY LINE ROCK PRODUCTION JOB ON THE SHERMAN HIGHWAY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Moro-Wasco County line rock production job on the Sherman Highway and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 84117-21

"FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

"Washington, D. C.,
Dated: Sep 30 1938
Docket No. Oreg. 1349-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the quarrying, crushing, hauling, and storing of rock for highway improvement, including the acquisition of necessary land (herein called the "Project"), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $8,190.

"2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 12 weeks from the date of this Offer and complete such Project with all practicable dispatch, and in any event within 4 months from the commencement of construction.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or

APPROVED BY HIGHWAY COMMISSION
DATE October 20, 1938
H B Glaisyer
Secretary

OFFICE COPY

agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm, or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

"Federal Emergency Administrator
of Public Works

"By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within four months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission of the State of Oregon, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE MORO-WASCO COUNTY LINE ROCK PRODUCTION JOB ON THE SHERMAN HIGHWAY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR," as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of said portion of said minutes and of the whole thereof.

I also certify that the meeting of the State Highway Commission on October 20, 1938, was a regular meeting of the Commission, and that all members had due notice thereof same having been scheduled by the Commission at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 24th day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

3l.

October 6, 1938

RECEIVED
LEGAL DEPT

2

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution for the Commission's action which will effect the acceptance of the PWA offer to aid by way of grant in financing the construction of the Moro-Wasco County line rock production job on the Sherman Highway in Sherman County, PWA Docket No. Oregon 1349-F.

If this resolution meets with your approval, please hand it to the Secretary so that he may bring it before the Commission at its next meeting.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
JM Devers
ATTORNEY FOR HWY COM

REFERRED
TO Glaisyer
FOR Comm.
J. M DEVERS

:TH
Att.

APPROVED
JM Devers
ATTORNEY FOR HWY COM

REFERRED
TO Glaisyer
FOR
J. M DEVERS

M

RECEIVED
OCT 7 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 28-1203

October 5, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1349-F,
Moro-Wasco Rock Prod.

Dear Sir:

The above designated docket project has been turned over to us for inspection and supervision, as you have been advised by Mr. C. C. Hockley, Regional Director, Region #7, PWA, under date of October 4. Engineering and supervision on this project should be of the same general character as is usual for regular Federal Aid work.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F. E. Andrews
F. E. Andrews,
Sr. Hwy. Engr.

FORM 8-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 12 1938
FOR FILING
28-1213

August 8th
1938

NOTED
C. B. McCullough

File

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the data submitted to you under date of August 2nd covering the MORO-WASCO COUNTY LINE rock production project and in particular the sketch map and Request for Authority to Open Negotiations for the acquisition of a one-half acre stockpile site on the E. H. MOORE property, Mile Post 20.9.

In going back into this matter, we find that the state has exercised an option, File 5534, for the acquisition of a one-half acre site as shown on Drawing IRI-809 between Station 623+23 and Station 625+40.8.

According to a report received from Resident Engineer Peck this site is not suitable for stockpile site purposes and materials are now stored on the site as outlined in the sketch map just recently submitted. It is our belief that Mr. Moore is of the opinion that he is selling the state the site where the materials are stored, while according to the description on the option and on Drawing IRI-809, the State is acquiring a site some 400 feet south of the desired property.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. J. E. Peck

CONTRACT # [redacted] 2134

FAS 261-B(1) Sheridan-Polk Co. Line 1938
2134 Sec., Sheridan-Lincoln Co.
Rd.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 261-B, Sheridan-Lincoln Highway,
Sheridan-Polk County Line Section.

Dear Sir:

Maintenance inspection of the above project was made on November 1. The report of inspection states the following:

Surface

0.0 - East End.
0.47-0.80 - Needs a seal. Mat is broken and alligatored.
0.80-1.48 - Short stretches need a seal.
1.48-2.16 - Sealed this year and in very good condition.
2.16-2.91 - (West End) Is slick and needs an 0-31 type seal. There are some porous sections and this light type seal might prevent winter damage.

Drainage and Shoulders

Ditches and shoulders heavily overgrown with 4' high weed growth.

We would appreciate your calling this project to the attention of the County. While probably it will be impossible to carry on further sealing operations this year, due to lateness of the season, it is believed every effort should be made to improve the drainage by cleaning the ditches and shoulders before winter rains.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
NOV 10 1943
STATE HIGHWAY COMMISSION

Copy sent to S[illegible] [illegible]

#2134

RECEIVED
DEC 15 1939
FOR FILING

261-B-1

December 15, 1939

United States Fidelity & Guaranty Company,
M. E. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2134, for the construction of the Sheridan-Polk County Line Section of the Sheridan-Lincoln County Road in Yamhill County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 25, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon younas you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,636.76, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

261-B-1

COST ANALYSIS - FINAL REPORT
October 1, 1939
Sheridan - Polk County Line Section
Sheridan - Lincoln County Road
O. C. Yocom, Contractor
B. O. Johnson, Resident Engineer
Contract #2134
Prefix 236-1006

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	356.04	All	[illegible]		500.00
Trench Excavation	95.39	128.6 Cu. Yds.	0.74	1.00	128.60
Excavation, Single Class	1,520.90	7,816.7 " "	0.19	0.30	2,345.01
Truck Haul	205.12	1,230.0 Yd. Mi.	0.166	0.15	184.50
Finish Roadbed & Slopes	458.50	2.9 Miles	158.10	400.00	1,160.00
12" Concrete Pipe	107.37	138.0 Lin. Ft.	0.78	1.00	138.00
18" " "	307.43	213.0 " "	1.44	1.50	319.50
Salvage Culvert Pipe	149.87	258.0 " "	0.58	0.50	129.00
3"-0" Material in Surfacing	5,757.24	9,654.5 Cu. Yds.	0.59	0.60	5,792.70
Sprinkle	278.55	290.0 M. Gal.	0.96	1.50	435.00
Preparation of Base	251.08	2.9 Miles	86.58	250.00	725.00
Mineral Aggregate in Place	3,293.68	1,124.5 Cu. Yds.	2.92	3.25	3,654.63
RC 2 in Binder	814.58	37.59 Tons	21.67	25.00	939.75
SC 6 in Place	1,422.27	58.45 "	24.33	25.00	1,461.25
RC 3 in Seal Coat	563.42	31.18 "	18.06	21.00	654.78
1"-0" Screen Rejects in place P. A. #1	803.46	998.5 Cu. Yds.	0.80	1.00	998.50
	$16,384.90				$19,566.22

Gross Revenue	$19,566.22
Total Cost	16,384.90
Net Profit	3,181.32

Net Profit Equals 16.2% of the Gross Revenue

SHERIDAN - POLK COUNTY LINE

Detail of Cost

Labor

Supervision	$628.60	
Labor	3,668.89	
State Industrial Accident Commission	279.33	
Unemployment Insurance	128.92	
Social Security	42.97	
Public Liability and Damage	42.97	
		$4,791.68

Materials

Mineral Aggregate delivered in stockpile on job (Purchased from McKibben's plant at Ballston) 1,124.5 Cu. Yds. @ $1.35			$1,518.07	
SC 6 Road Oil	58.45 Tons	@ 14.55 Delivered	850.45	
RC 2 " "	37.59 "	@ 13.70 "	514.98	
RC 3 " "	31.18 "	@ 11.10 "	346.10	
Demurrage			14.30	
1"-0" Rejects	$0.35 at McKibben Plant	998.5 CY	349.47	
Royalty on Base Materials:				
Royalty on Frank Pit 1.7 Mi. East of North end of Project.	6,133.5 Cu. Yd.		100.00	
Base from Shipley Bar	3,521 C.Y.	@ 0.05	176.05	
18" Concrete Pipe	210 Lin. Ft.	@ 0.87	182.70	
12" " "	138 " "	@ 0.46	63.48	
Water	290 M. Gal	@ 0.25	72.50	
				$4,188.10

Equipment Rental and Miscellaneous Supplies

Hired Equipment	$2,146.87	
Equipment Rental	1,960.00	
Gas, Oil & Grease	1,685.26	
Small Tools & Miscellaneous Supplies	586.20	
Main Office Expense	580.00	
Bond	215.11	
Freight and Cartage	170.65	
Public Utility Commission	36.03	
Rental of Stockpile Site	25.00	
		$7,405.12

TOTAL COST	$16,384.90

SHERIDAN - POLK COUNTY LINE

Remarks:

This Federal aid contract was bid and awarded November 18, 1938. Clearing and the placing of base materials where no grading was necessary was started December 10th. This was completed on January 25th, and no further work was attempted until April 29th when grading was started. The contract was then completed August 12th.

Clearing was very light and consisted entirely of brush in fence rows. Hand labor was used throughout.

The single class excavation was all of common material, and the cuts were very light. Haul was free up to 1000 feet, and truck-haul was paid thereafter. A 96 H.P. tractor and dozer and a power blade were used.

For the 3"-0" base material the contractor secured a pit 1.7 miles East of the North end of the project. 6,133 cubic yards were used from this pit, and it was then found that the plasticity index was too high. The remaining 3,521 cubic yards were then brought from the Shipley Bar on the Yamhill river 2.5 miles from the project. A 1/2 cubic yard shovel, two owned trucks, several hired trucks, a roller and a power blade were used.

998 cubic yards of 1"-0" screen rejects were placed on top of the base material by price agreement. The contractor purchased this material from the McKibben plant at Ballston for $0.35 in the bunker. The haul to the job was three miles.

Oil Aggregate was also purchased from the McKibbens for $1.35 a cubic yard delivered in stockpile on the job.

Oiling costs are very high due to the small quantity and the use of rented equipment.

An excellent profit was made on this contract because the contractor located the Funk pit 1.7 miles from the project whereas the other bidders expected to go into the Yamhill River bars about 5.0 miles from the job. Also the contract was bid in November, and at that time it was either necessary to set up and crush the necessary 1,125 cubic yards of mineral aggregate or pay about $2.10 per cubic yard delivered in Sheridan. This summer, however, a commercial plant was started at Ballston, three miles from the project, and the contractor was able to purchase the aggregate for $1.35 delivered in stockpile. Also there was a drop in oil prices after the job was bid.

. H. CLYMER
Cost Analyst

By

J. D. Nelson

Form 333—5M—7-38

7/1 761-B-1

[illegible]GON STATE HIGHWAY COMMISS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 9., 193

Section Sheridan- Polk County Line

Kind of work Grading, Surfacing, Oiling

Highway Sheridan*Lincoln County Road

Section prefix 236-1006

Contractor O.C. Yocom

Contract number 2134

Date of contract Nov. 18, 1938, 193

Date of completion July 31, 1939, 193

Date work started Dec. 8, 1938, 193

Estimated date of completion , 193

Amount of contract $18,387.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $18,387.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1701.00, 9.00 %

Date project was completed August 12, 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party worked Tuesday on this project. Henderson off due to casual leave. chainmen inked cross sections and put quantities on profile. Sections all computed. and checked.

I made map of additional right of way required from Adam Gutbrod. Description written and mailed to Division office September 8th. for checking.

County court advised, that dscription for this right of way was not received with original set of descriptions transmitted to them.

NOTED
R.N. HACKETT

NOTED
RAY WEBBER

RECEIVED
SEP 11 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
VAN SCOY

Signed

Address McMinnville, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FAS 261-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP - 9 1939
STATE [illegible] COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 261-B (1), Sheridan-Polk County Line Section ________________, was made by a representative of this office on August 30, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Lwr

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.

May 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 261-B (1)
Sheridan-Polk County Line
Sheridan-Lincoln County Road

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Tom

Appr-38628

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 261-B (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of April, 1939

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 6th day of October, 1938, a revised project statement, which was approved by the Secretary on the 20th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (1) of said project which were recommended for approval by the United States District Engineer on the 18th day of October, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twelve thousand, six hundred eighty and 00/100 dollars ($12,680.00) as the share of the United States payable under said act on account of Section B (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 176, Laws 1917; Chapter 31, Laws 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 15+88.8 at the South City Limits of Sheridan and
survey station 169+44.5 on the east line of Section 1, T.6 S., R.6 W.,
at the Polk County Line,

, length 2.908 miles, in Yamhill County, being Section B (1) of Oregon Federal Aid Secondary project No. FAS 261, consisting of 2.908 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. of ~~a mile in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B (1) of said project shall not in any event exceed the sum of twelve thousand, six hundred eighty and 00/100 dollars ($12,680.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty thousand, seven hundred seventy-five and 00/100 dollars ($20,775.00), the approved total estimated cost of Section B (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 27 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Hugh McClough
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—2513

7

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Aid Secondary** Project No. **FAS 261-B (1)**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $ **20,775.00** as the total estimated cost of said project, and the sum of $ **12,680.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of **APR 27 1939** one thousand nine hundred and ______

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4820

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 261-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 261-B (1)
Sheridan-Polk County Line
Sheridan-Lincoln County Road

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 27th, 1939

[illegible]

OTED
H way Engineer

Mr. H. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. T. M. Davis.

Dear Sir:

Reference is made to Oregon Federal Aid Secondary project FAS 261-B (1), the Sheridan-Polk County Line Section. I will be glad to make an inspection of this project with you at any time.

It has been our intention to reduce the plasticity index of ten to about five by the addition of clean sand. This is in line with the recommendations made by Mr. Willis at the recent soil conference.

The resident engineer did not realize that a plasticity index of ten was too great and allowed some of the surface material to be incorporated with the gravel on those portions where you found excessive clay in the roadbed. As soon as this was noticed, the contractor was shut down and the entire pit stripped in a careful manner so that there was only about three percent of clay finally incorporated in the work.

It is felt that the addition of fine clean sand will afford a satisfactory solution.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 27th, 1939

NOTED
Highway Engineer

Mr. E. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. T. M. Davis.

Dear Sir:

Reference is made to Oregon Federal Aid Secondary project FAS 261-B (1), the Sheridan-Polk County Line Section. I will be glad to make an inspection of this project with you at any time.

It has been our intention to reduce the plasticity index of ten to about five by the addition of clean sand. This is in line with the recommendations made by Mr. Willis at the recent soil conference.

The resident engineer did not realize that a plasticity index of ten was too great and allowed some of the surface material to be incorperated with the gravel on those portions where you found excessive clay in the roadbed. As soon as this was noticed, the contractor was shut down and the entire pit stripped in a careful manner so that there was only about three percent of clay finally incorporated in the work.

It is felt that the addition of fine clean sand will afford a satisfactory solution.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

2134

RECEIVED
JAN 18 1939
FOR FILING

January 17, 1939

Mr. L. H. Briedwell, Manager
McMinnville Branch
U. S. National Bank of Portland
McMinnville, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 16, enclosing letter from the United States Fidelity & Guaranty Company in which they consent to the assignment of all funds due or to become due on the O. C. Yocom contract, No. 2134, Sheridan-Polk County Line Section, in Yamhill County, to the United States National Bank of Portland, McMinnville Branch.

This assignment can now be honored, and warrants covering the payments will be mailed to your bank.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JN:MBL

cc - O. C. Yocom
Carl Smith

#2134

RECEIVED
JAN 17
COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

January 16, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are enclosing herein written consent of the United States Fidelity and Guaranty Company to the assignment of the O. C. Yocom - State Highway contract No. 2134.

Kindly acknowledge receipt.

Very truly yours,

L. M. Bridwell
Manager

LMB:SV
Enc.

January 14, 1939

Mr. L. H. Briedwell
Manager, McMinnville Branch
United States National Bank of Portland
McMinnville, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 13, 1939, inclosing copies of assignment of O. C. Yocom in which all funds due or to become due on his contract, No. 2134, Sheridan-Polk County Line Section, are assigned to the United States National Bank of Portland, McMinnville Branch.

You are advised that this assignment appears to be in order and as soon as the written consent of Mr. Yocom's surety has been received it will be acceptable and the payments will be made to your bank as outlined in the assignment.

Very truly yours,

JMcF:AM

Secretary

cc - Mr. Carl Smith

cc - Mr. O. C. Yocom
Willamina, Oregon

RECEIVED
JAN 14 1939
OREGON
STATE HIGHWAY COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

January 13, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose three copies of assignment of all monies due O. C. Yocom on Oregon State Highway Commission contract No. 2134 covering grading, surfacing and oiling in the Sheridan district.

It is understood that written consent of Mr. Yocom's surety will be forwarded direct to your office.

Please acknowledge receipt.

Very truly yours,

L. H. Bridwell
Manager

LHB:SV
Enc.

FORM 9-A-1 SM 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 10 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 9th, 1938

Mr. F. D. Eason
Division Engineer
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

The agreement for use of the pit 1½ miles east of Sheridan on the Sheridan-Polk County Line Section provides that the contractor would secure fine sand either from the bottom of the pit or elsewhere to reduce the P.I. of the grade content. This sand should be as fine as it is possible to secure, a large percentage less than 80 mesh.

Please furnish the testing laboratory samples from the sand at the bottom of this pit or other fine sand in the vicinity of the job. In your request for laboratory report, please state that the sand is to be combined with Laboratory Report #117697 to afford a more stable surfacing.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
B. O. Johnson

RECEIVED
DEC 20 19

December 19, 1938

Mr. O. C. Yocom

Willamina, Oregon

Dear Sir:

By express we are forwarding you today a fully executed copy of Contract No. 2134 which was awarded to you on November 19, 1938, for grading, surfacing and oiling the Sheridan-Polk County Line Section of the Sheridan-Lincoln County Road, in Yamhill County.

This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
DEC 2 1938
FOR FILING
261-B-1

December 1, 1938

Mr. O. C. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2134 which was awarded to you by the State Highway Commission on November 18, 1938, covering the grading, surfacing and oiling of the Sheridan-Polk County Line Section of the Sheridan-Lincoln County Road, in Yamhill County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

261-13-1

November 19, 1938

Mr. O. O. Yocom
Willamina, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for 2.90 miles grading, surfacing and oiling on the Sheridan-Polk County Line Section of the Sheridan-Lincoln County Road, in Yamhill County. This award was based on your low bid of $18,887 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

December 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sheridan-Polk County Line Section, Project No. FAS 261-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 261-B (1)

SHERIDAN-POLK COUNTY LINE SECTION OF THE SHERIDAN-LINCOLN COUNTY ROAD IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

All Required		Clearing and Grubbing	$ - -	$ 500.00
90	cu. yds.	Trench Excavation	1.00	90.00
8,500	cu. yds.	Excavation, Single Classif.	.30	2,550.00
2,000	yd. mi.	Truck Haul	.15	300.00
2.90	miles	Finishing Roadbed and Slopes	400.00	1,160.00
70	lin. ft.	12" Concrete Pipe	1.00	70.00
130	lin. ft.	18" Concrete Pipe	1.50	195.00
250	lin. ft.	Salvaging Culvert Pipe	.50	125.00
9,500	cu. yds.	3" - 0" Material in Surfacing	.60	5,700.00
500	cu. yds.	Filler	.20	100.00
500	yd. mi.	Hauling Filler	.15	75.00
300	M-Gal.	Sprinkling	1.50	450.00
2.90	miles	Preparation of Base	250.00	725.00
1,100	cu. yds.	Mineral Aggregate in Place	3.25	3,575.00
44	tons	RC-2 Asphalt in Binder Course	25.00	1,100.00
60	tons	SC-6 Road Oil in Place	25.00	1,500.00
32	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.00	672.00
		Subtotal		$ 18,887
		10% Engr. & Cont.		1,888
		Total		$ 20,775

Length of Roadway 2.908 miles
Cost per mile $ 7,144

FAS Funds Requested- $ 12,680
State Funds- 8,095
$ 20,775

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Federal Aid Secondary
Project No. 261-B(1)

SHERIDAN-POLK COUNTY LINE SECTION

OF THE SHERIDAN-LINCOLN COUNTY ROAD IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 7, 1938

All Required		Clearing and Grubbing	$ - -	$ 300.00
90	cu. yds.	Trench Excavation	1.00	90.00
8,500	cu. yds.	Excavation, Single Classif.	.20	1,700.00
2,000	yd. mi.	Truck Haul	.15	300.00
2.90	miles	Finishing Roadbed and Slopes	200.00	580.00
70	lin. ft.	12" Concrete Pipe	1.00	70.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
250	lin. ft.	Salvaging Culvert Pipe	.70	175.00
9,500	cu. yds.	3" - 0" Material in Surfacing	.80	7,600.00
500	cu. yds.	Filler	.40	200.00
500	yd. mi.	Hauling Filler	.20	100.00
300	M-Gal.	Sprinkling	1.50	450.00
2.90	miles	Preparation of Base	150.00	435.00
1,100	cu. yds.	Mineral Aggregate in Place	3.50	3,850.00
44	tons	RC-2 Asphalt in Binder Course	22.00	968.00
60	tons	SC-6 Road Oil in Place	24.00	1,440.00
32	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.00	704.00

Subtotal	$ 19,222
10% Engr. & Cont.	1,922
Total	$ 21,144

Length of Roadway	2.908 miles
Cost per mile	$ 7,270

FAS Funds Requested- -	$ 12,900
State Funds- -	8,244
	$ 21,144

October 7, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Sheridan-Polk County Line Section, Project No. FAS 261-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
V 21 1938
OREGON
STATE HIGHWAY COMMISSION

7a
261-B-1

November 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 261-B (1), Sheridan-Polk County line section of the Sheridan-Lincoln County road, to O. C. Yocom, Willamina, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. WPS-722
261

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 25 1938
STATE HIGHWAY COMMISSION

October 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on October 20, 1938, approved the project statement for Oregon Federal Aid Secondary Project No. WPS-FAS 261, revised, involving the improvement of 14.3 miles of the Sheridan-Lincoln County Road between a connection with Federal Aid Route 11 in Sheridan and a point in the north half of Section 21, T 6 S, R 4 W, in Yamhill and Polk Counties.

The project statement was approved subject to the following conditions:

1. That the railroad grade crossings within the limits of the project be eliminated or adequately protected in accordance with the requirements of General Administrative Memorandum No. 7.

2. That further consideration be given relocation of the route in Polk County between the Yamhill County line and the west end of the portion constructed as WPSO 261.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 261-B (1), the Sheridan-Polk County Line Section of the Sheridan-Lincoln Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

CONTRACT # [redacted] 2135

FA 170-C(1) Pendleton-State Farm Sec., 1938
Oregon-Washington Hwy.

2135

170-C-1

June 11, 1940

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are in receipt of information from Mr. Jerome Steiner of Pendleton to the effect that he has received full and complete settlement of his claim against Saxton, Looney & Risley, subcontractors for N. L. O'Neil & Son on their contract with the State Highway Commission for the grading of the Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County, Contract No. 2135.

This information is given you inasmuch as you appear as surety for N. L. O'Neil & Son on the above project.

Yours very truly,

HHG:MC

Secretary

cc - N. L. O'Neil & Son
Eugene, Oregon

Saxton, Looney & Risley,
Oak Grove, Oregon

REFERRED TO
DeSart
BY SECRETARY

NOTED
L.G. DeSart

June 11, 1940

Mr. Jerome Steiner,
714 S. W. Third St.
Pendleton, Oregon

Dear Mr. Steiner:

Wish to thank you very much for your letter of June 10 advising that your claim against Saxton, Looney & Risley has been paid in full. We are glad to have this information.

Yours very truly,

HBG:MC

Secretary

714 S.W. Third St.
Pendleton, Oregon
June 10, 1940

Oregon State Highway Comm.
H. B. Glaisyer, Secretary
Salem, Oregon

contract #2135

Dear Sir,

I wrote you sometime ago of some money due me from work I did for Sexton, Looney and Risley, subcontractors for M. L. O'Neill and Son.

I wish to inform you that I received a check today to cover the claim I had against them.

Thanking you kindly for the information given me at that time.

Very truly yours,
Jerome Stiner
D.S.

ACKNOWLEDGED
H. B. GLAISYER

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
12 1940
STATE HIGHWAY COMMISSION

June 11, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files a copy of a letter from Jerome Steiner advising that his notice of claim has been paid.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
enc. 1

REFERRED TO [illegible]
BY SECRETARY

NOTED
L.G. DeSart

see [illegible]

COPY

714 S. W. Third St.
Pendleton, Oregon
June 10, 1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Some time ago I filed a claim against W. L. O'Neill and Son for the sum of $ 42.55.

I wish to advise you that I received a check from them for the amount due me, today.

Very truly yours,

Jerome Steiner
lc

#2135

M. L. O'NEIL

R. J. O'NEIL

M. L. O'NEIL & SON
HIGHWAY CONTRACTOR
Jordan Valley, Oregon

17- 8 -1

April 19, 1940

Internal Revenue Service
Treasury Department
La Grande, Oregon

Dear Sirs:

We are answering a letter which was written by you to the State Highway Commission concerning C. E. Silbaugh Company. The letter in turn was sent to Great American Indemnity Company, our bondsmen. Then both letters were sent to us and we would like to explain the matter which is in question.

C. E. Silbaugh Company was financially unable to make weekly checks, therefore were unable to pay Social Security tax or State Industrial, therefore, we, M. L. O'Neil & Son, assumed the responsibility.

We remitted to the State and the Government for C. E. Silbaugh and our reports contained his employees as well as our own.

If you would like a separate copy of his employees we would be glad to be of service to you.

Let us know if this matter mentioned above will b e necessary.

Very truly yours,

M.L.O'NEIL & SON

By

MLO:eo
copy

#2135 m. [illegible]

REFERRED TO
BY SECRETARY

#2135

FOR FILING

170-C-1

March 6, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 2, enclosing three copies of a notice of claim by Jerome Steiner in the amount of $142.35 against M. L. O'Neill & Son, in connection with State Highway Contract No. 2135 - Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County.

We have made note of this claim in our records of the job to which it pertains and will see that copies of the notice thereof are forwarded to the contractors and their surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

March 6, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that Jerome Steiner has a claim, in the amount of $142.35, against W. L. O'Neil & Son, for truck hauling of gravel in connection with State Highway Contract No. 2135 - Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County.

Inasmuch as you are surety for the firm on W. L. O'Neil & Son on this job, we are forwarding to you herewith a copy of this notice of claim, for your information and such attention as is necessary.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - W. L. O'Neil & Son
Eugene, Oregon

#-135

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 2, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Jerome Steiner for $142.35 against the bond taken from M. L. O'Neill, principal, and Great American Indemnity Company, surety, for work on state highway contract No. 2135, which has been received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

[illegible]

COPY

714 S.W. Third Street
Pendleton, Oregon
March 1, 1940

Earl Snell
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Jerome Steiner, has a claim for truck hauling gravel, in the sum of $142.35 against the bond taken from M. L. O'Neill, whose surety is Great American Indemnity Company with work in connection with State Highway contract No. 2135 for grading the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

Signed, Jerome Steiner

Endorsed: File No. 2890
Filed March 2, 1940
EARL SNELL, Secretary of State

#2135

170-C-1

February 17, 1940

Mr. Jerome Steiner
714 S. W. Third Street
Pendleton, Oregon

Dear Sir:

Your letter of February 13, addressed to the Oregon Labor Commissioner, advising of your claim against Saxton, Looney & Risley, highway contractors, has been referred to us for reply.

Inasmuch as Saxton, Looney & Risley were sub-contractors under M. L. O'Neil & Son in connection with State Highway contract No. 2135, for grading the Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County, your claim of $142.35 for balance unpaid is against the latter firm, whom you should notify. For the protection of claimants against them, M. L. O'Neil & Son named Great American Indemnity Company their surety, whom also you should notify of your claim. Their local agent is Harvey Wells-Reed Insurance Agency, Failing Building, Portland. In accordance with out usual practice, we too are today notifying the contractors, O'Neil & Son, and their surety of your claim.

In order further to protect your claim, in case you do not secure satisfaction through the surety, it would be well for you to file a claim through the office of the Secretary of State, in accordance with the provisions of Chapter 517, Oregon Laws 1939, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 17, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Jerome Steiner notifying us of his claim against Sexton, Looney & Risley, subcontractors under W. L. O'Neil & Son, in the amount of $142.35 (unpaid balance) for truck wages, in connection with state highway contract No. 2135, Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County.

Inasmuch as you are surety for W. L. O'Neil & Son on this job, we are notifying you of this claim, that you may give it your attention and action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WDL

cc - W. L. O'Neil & Son
Eugene, Oregon

Sexton, Looney & Risley
Oak Grove, Oregon

#2135

714 S. W. Third St. -
Pendleton, Oregon
February 13, 1940

Oregon Labor Commission
Salem, Oregon

Dear Sirs,

I am writing you in regards to a job I had with Saxton, Loney and Risley, who sub-contracted from M.K. O'Neill and Son last june at Pendleton on the Pendleton-Adams cut off.

They recently went into the hands of receivers and I have a balance due me of $\$142^{35}$ for truck wages.

The whole amount due me was $\$292^{35}$ but after writing several letters to the company they sent me a check last November for $\$150^{00}$.

Please advise me how to go about getting the balance of the money due me.

Very truly yours,
Jerome Steiner

RECEIVED
DEC 29 1939
FOR FILING

170-3-1

December 28, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2135, for the construction of the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County, has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 6, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $76,459.68, including the final payment. Of this amount $76.18 was for force account work.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

REFERRED TO
R. N. Baldock
By Asst. State Highway Engineer

17[illegible]-1

NOTED

December 6th, 1939

COST ANALYSIS - FINAL REPORT

Oregon-Washington Highway, Pendleton-State Farm Section
Contract 2135, Prefix 30-1122
M. L. O'Neil & Son, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$50.00	100%			$100.00
Trench Excavation	359.03	478.7 cu. yd.	0.75	0.75	359.03
Common "	18,519.88	169,282.1 " "	0.1094	0.14	23,699.49
Solid Rock "	13,290.77	23,118.1 " "	0.575	0.57	13,177.32
Overhaul	1,885.81	377,162.3 yd. sta.	0.005	0.005	1,885.81
Truck Haul	1,850.62	23,132.7 yd. mi.	0.08	0.08	1,850.62
Finishing Roadbed & Slopes	1,486.00	7.43 Miles	200.00	150.00	1,114.50
Rounding Cutbanks	2,008.50	40,017 lin. ft.	0.05	0.06	2,401.02
12" Concrete Pipe	1,279.20	1,560 " "	0.82	0.85	1,326.00
18" " "	952.10	639 " "	1.49	1.50	958.50
24" " "	183.75	75 " "	2.45	2.50	187.50
24" XSTR Concrete Pipe	291.60	108 " "	2.70	2.85	307.80
36" Concrete Pipe	508.00	100 " "	5.08	5.30	530.00
84" Corr. Iron Pipe	3,981.00	280 " "	14.22	13.00	3,640.00
Salvaging 2" Water Pipe	51.80	148 " "	0.35	0.35	51.80
" Culvert Pipe	109.50	146 " "	0.75	0.50	73.00
* Class "D" Concrete	607.44	25.31 cu. yd.	24.00	24.00	607.44
* Metal Reinforcement	251.24	4,187.4 lb.	0.06	0.06	251.24
* Selected Roadbed Topping	9,427.60	38,480 cu. yd.	0.245	0.245	9,427.60
* Hauling " "	10,432.17	115,913 yd. mi.	0.09	0.09	10,432.17
* Filler	389.60	3,896 cu. yd.	0.10	0.10	389.60
* Hauling Filler	403.80	4,038 yd. mi.	0.10	0.10	403.80
* Sprinkling	860.20	506 M-Gals.	1.70	1.70	860.20
Preparation of Base	57.00	0.57 Mi.	100.00	100.00	57.00
Placing Mineral Aggregate	522.00	348 cu. yd.	1.30	1.30	522.00

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
* Hauling Mineral Aggregate	$137.70	1,376.95 yd. mi.	0.10	0.10	$137.70
* SC-6 Road Oil in Place	834.40	23.84 Tons	35.00	35.00	834.40
EWO No. 1 Construction of Flume	76.18				76.18
PA #1 1¼" Galv. Water Pipe	34.04	148 lin. ft.	0.23	0.23	34.04
" 1½" " " "	33.02	127 " "	0.26	0.26	33.02
PA #2 72" Corr. Iron Pipe	610.50	55 " "	11.10	11.86	652.30
PA #3 Purchase of 1½" Conc. Pipe	17.10	30 " "		0.57	17.10
" " of 24" XSTR Concrete Pipe	6.90	3 " "		2.30	6.90
Purchase of Gravel	65.00				65.00
	$71,573.45				$76,470.08

Gross Revenue		$76,470.08
Total Cost		71,573.45
	Net Profit	$4,896.63

Net Profit Equals 6.4% of the Gross Revenue

Pendleton-State Farm

Labor:

Supervision (M. L. O'Neil & Robert O'Neil 4 mos. at $200.00 each)	$1,600.00	
Labor	14,410.38	
State Industrial Accident Insurance	532.31	
Social Security & Unemployment Insurance	576.42	
		$17,119.11

Materials:

12" Concrete Pipe	1,590	lin. ft. at	0.57	$906.30	
18" " "	639	" " "	1.19	760.41	
24" " "	75	" " "	2.05	153.75	
36" " "	100	" " "	4.38	438.00	
24" XSTR Concrete Pipe	111	" " "	2.30	255.30	
72" Corr. Iron Pipe	55	" " "	9.07	498.71	
72" " " " Bands	3	each "	8.50	25.50	
84" " " "	280	lin. ft. "	11.97	3,351.60	
84" " " " "	10	each "	10.97	109.70	
					6,499.27

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$12,350.00	
Gas, Oil and Grease	3,989.36	
Explosives	2,034.74	
Drilling Bits and Supplies	1,281.79	
Small Tools, Supplies & Misc.	3,092.91	
Lumber	207.00	
Misc. Overhead Expense	550.65	
Bond	764.70	
		24,271.15

Saxton, Looney & Risley - Sub-Contractors:

Selected Roadbed Topping	38,480	cu. yd. at	0.245	$9,427.60	
Hauling " "	115,913	yd. mi. "	0.09	10,432.17	
Filler	3,896	cu. yd. "	0.10	389.60	
Hauling Filler	4,038	yd. mi. "	0.10	403.80	
Sprinkling	506	M-Gals. "	1.70	860.20	
Deduction - Bond				- 215.13	
					21,298.24

E. C. Gerber - Sub-Contractor:

Preparation of Base	0.57	Miles at	$100.00	$57.00	
Placing Mineral Aggregate	348	cu. yd. at	1.30	522.00	
Hauling " "	1,376.95	yd. mi. "	0.10	137.70	
SC-6 Road Oil in Place	23.84	Tons "	35.00	834.40	
Deduction - Bond				- 15.51	
					1,535.59

Equipment Rental, Supplies & Misc. (Cont'd):

C. E. Silbaugh - Sub-Contractor:

Class "D" Concrete	25.31 cu. yd.	at $24.00	$607.44	
Metal Reinforcement	4,187.4 lb.	" 0.06	251.24	
Deduction - Bond			- 8.59	
				$850.09
	Total Cost			$71,573.45

Pendleton-State Farm Section

REMARKS:

This contract consisted of the grading and topping of 7.43 miles of roadway and the application of 0.57 mile of oil mat surface treatment. It was bid November 18th, 1938; work was started December 12th and completed July 14th, 1939.

For the grading work the contractor moved in six 95 h.p. caterpillar diesel tractors, seven LeTourneau scrapers (4 - 12, 2 - 13 and 1 - 20 cu. yd.), a ripper, a No. 12 cat motor patrol, a dozer and a compressor.

The excavated material of common classification was composed mostly of light top soil which occurred in cuts of shallow to medium depths. A small yardage had to be loosened by use of a ripper, but for the most part the material was ideal for scraper work. The contract was located in a section of undulating topography, and the material required movement of no long distance.

The solid excavation was located in cuts on the west end of the job. Due to location of nearby residences, plus the hazard created by an adjoining mink farm, the contractor was forced to use extraordinary caution in the blasting operations, and this greatly increased the cost. Scrapers and dozers were also used for the loading and transporting of the solid.

The construction of concrete box culvert was sublet to C. E. Silbaugh, the topping, filler and sprinkling to Saxton, Looney & Risley and the oiling to E. C. Gerber.

The contract was bid quite low, but due to excellent supervision, experienced cat operators and good equipment the contractor was able to show a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
OCT 23 1939
FOR FILE

FA 470-C-1

October 21, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son on Contract No. 2135, Pndleton-State Farm Section of the Oregon-Washington Highway in Umatilla County. This payment will be made on or after October 31, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1939

FAP 170-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 170-C (1), Pendleton-State Farm Section, was made by a representative of this office on July 24, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

for

Form E-1—5M—3-39

F-H 170-

RECEIVED

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1939

Section Pendleton - State Farm

Kind of work Grading & Topping

Highway Oregon - Washington

Section prefix 30-1122

Contractor M. L. O'Neil & Son

Contract number 2135

Date of contract Nov. 18, 1938

Date of completion Aug. 31, 1939

Date work started Dec. 12, 1938

Estimated date of completion July 14, 1939

Amount of contract $74,901.00

Per cent of time elapsed 86.1 %

Estimated cost of completed project, exclusive of engineering $76,791.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $5,840.00, %

Date project was completed July 14, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed July 14, 1939.

The Final Estimate will be submitted as soon as possible.

This will be the final report.

NOTED
R. N. HACKETT

NOTED
RAY WEBBER

NOTED
[illegible]

NOTED
VAN SCOY

Signed C. C. Havens

Address Box 381, John Day, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	Gravel SURFACING Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.43	7.43			
Miles partially completed	None	None			
Miles completed	7.43	7.43			
Total estimated quantities	192,350	38,219		25 tons	348
Estimated quantities moved or placed to date	192,350	38,219		25 tons	348
Average daily quantities	None	None		—	—
Average daily quantities necessary to complete project on time	None	None		—	—
Number shifts per day	—	—		—	—
Hours per shift	—	—		—	—
Average force on project for week	—	—		—	—

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

RECEIVED
JUN 19 1939
[illegible]

R H Baldock

176-C-1

June 14th, 1939

Cost Analysis to June 10th, 1939
Oregon-Washington Highway, Pendleton-State Farm Section
Contract 2135, Prefix 30-1122
M. L. O'Neil & Son, Contractors
C. C. Slavens, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$50.00	100%			$100.00
Trench Excavation	336.23	448.3 cu. yd.	0.75	0.75	336.23
Common "	18,486.57	169,000 " "	0.11	0.14	23,660.00
Solid Rock "	13,290.77	22,000 " "	0.604	0.57	12,540.00
Overhaul	1,800.00	360,000 yd. sta.	0.005	0.005	1,800.00
Truck Haul	1,840.00	23,000 yd. mi.	0.08	0.08	1,840.00
Finishing Roadbed & Slopes	1,486.00	7.43 Miles	200.00	150.00	1,114.50
Rounding Cutbanks	2,250.00	45,000 lin. ft.	0.05	0.06	2,700.00
12" Concrete Pipe	1,269.90	1,548 " "	0.82	0.85	1,315.80
18" " "	943.10	633 " "	1.49	1.50	949.50
24" " "	183.75	75 " "	2.45	2.50	187.50
24" " " XSTR	291.60	108 " "	2.70	2.85	307.80
36" " "	508.00	100 " "	5.08	5.30	530.00
84" Corr. Iron Pipe	3,981.00	280 " "	14.22	13.00	3,640.00
Salvaging 2" Water Pipe	51.80	148 " "	0.35	0.35	51.80
" Culvert Pipe	60.00	80 " "	0.75	0.50	40.00
PA #2 72" Corr. Iron Pipe	610.50	55 " "	11.10	11.86	652.30
	$47,439.22				$51,765.43

Gross Revenue	$51,765.43
Total Cost	47,439.22
Net Profit	$4,326.21

Net Profit Equals 8.4% of Gross Revenue

Detail of Cost

Labor:

Supervision (M. L. & Robt. O'Neil, 4 mos. at $200 ea.)	$1,600.00	
Labor	14,410.38	
State Industrial Accident Insurance	532.31	
Social Security & State Unemployment Insurance	576.42	
		$17,119.11

Materials:

12" Concrete Pipe	1,548 lin. ft.	at 0.57	$882.36	
18" " "	633 " "	" 1.19	753.27	
24" " "	75 " "	" 2.05	153.75	
24" " " XSTR	108 " "	" 2.30	248.40	
36" " "	100 " "	" 4.38	438.00	
84" Corr. Iron Pipe	280 " "	" 11.97	3,351.60	
84" " " " Bands	5 each	" 10.97	54.85	
72" " " "	55 lin. ft.	" 9.07	498.71	
72" " " " "	2 each	" 8.50	17.00	
				6,397.94

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental and Repairs	$12,350.00	
Gas, Oil and Grease	3,989.36	
Explosives	2,034.74	
Drilling Bits and Supplies	1,281.79	
Small Tools, Supplies & Misc.	3,058.83	
Lumber (50%)	179.87	
Misc. Overhead Expense	510.63	
Bond	516.95	
		23,922.17
		$47,439.22

Pendleton-State Farm Section

REMARKS:

This contract consisted of the grading and topping of 7.43 miles of roadway and the application of 0.57 mile of oil mat surface treatment. It was bid November 18th, 1938; work was started December 12th, and up to June 10th, 1939, the work was complete except for the roadbed topping and oiling items, both of which were sublet.

For the grading work the contractor moved in six 95 h.p. caterpillar diesel tractors, 7 LeTourneau scrapers (4 - 12, 2 - 13 & 1 - 20 cu. yd.), a ripper, a No. 12 cat motor patrol, a bulldozer and a compressor.

The excavated material of common classification was composed mostly of light top soil, which occurred in cuts of shallow to medium depths. A small yardage had to be loosened by use of a ripper, but for the most part the material was ideal for scraper work. The contract was located in a section of undulating topography, and the material required movement of no long distance.

The solid excavation was located in cuts on the west end of the job. Due to location of nearby residences, plus the hazard created by a nearby mink farm, the contractor was forced to use extraordinary caution in the blasting operations, and this greatly increased the cost. Scrapers and dozers were used for the loading and transporting of the solid.

The contract was bid quite low, but due to excellent supervision and good equipment the contractor was able to show a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

170-C-1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F^A^P 170-C (1)
Pendleton-State Farm Sec.
Oregon-Washington Hwy.

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

A4pr 39018

Form P. R. 2

State Oregon

Federal Aid Project No. 170-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of May, 1931, a project statement, which was approved by the Secretary on the 1st day of June, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the 3d day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, two hundred sixty and 00/100 dollars ($50,260.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 7+00 in the SW 1/4, Sec. 1, T. 2 N., R. 32 E.,
W. M., at the east end of the Umatilla River Bridge, and
survey station 398+25.0 in the NE 1/4, Sec. 24, T. 3 N.,
R. 33 E., W. M.

, length 7.432 miles, in Umatilla County, being Section C(1) of Oregon Federal Aid project No. 170, consisting of 7.432 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,.

~~miles in length~~

39

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of fifty thousand, two hundred sixty and 00/100 dollars ($50,260.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-two thousand, five hundred ninety-six and 00/100 dollars ($82,596.00), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

39

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 31 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By ....
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 170-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 82,596.00 as the total estimated cost of said project, and the sum of $ 50,260.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 31 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 170-C (1)
Pendleton-State Farm section
Oregon-Washington Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

9-38
NERS
ABELL, CHAIRMAN, PORTLAND
ICH, PENDLETON
O VELLE, JACKSONVILLE
, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 24 1939
FOR FILING

RECEIVED
APR 24 1939
OREGON
STATE HIGHWAY COMMISSION

April 22, 1939

IN REPLY PLEASE REFER TO FILE NO.

A 170-C-1

Mr. R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

NOTED
Asst. State Highway Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

Attached to the price agreement is copy of a letter from Resident Engineer Slavens explaining the necessity of the work which has already been completed.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

RECEIVED
APR 24 [illegible]
FOR [illegible]

FA 170-C-1

April 20, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of April 12, 1939, concerning the status of the right of way on Project No. FA 170-C (1) in Section 5, T. 2 N., R. 33 E., which is situated within the boundary of the Umatilla Indian Reservation.

Please be advised that this property was privately owned and, accordingly, secured by purchase from the owner.

With reference to your inquiry concerning the stock passes to be constructed on the project, it is our opinion that these stock passes, together with other items directly relating to adjacent properties, such as approach roads, etc., should not be construed as right of way considerations. It is true that consideration is given to the wishes of adjacent property owners, but only items which in our opinion are necessary, or advantageous to the improvement, are included in the project.

The stock passes are, of course, beneficial to the property owners. However, on account of their owning considerable amount of stock which will frequently be taken across the highway, the basic reason for the installation of these passes is to eliminate a serious traffic hazard which would otherwise exist.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 10 transmitting photostat of approved map and letter dated January 23, 1939, from O. L. Babcock, Superintendent of the Umatilla Indian Reservation, concerning right of way in the reservation required for Oregon Federal Aid Project No. 170-C (1).

The letter and map cover only right of way across Section 6, T 2 N, R 33 E, W.M. Similar information is necessary for the right of way in Section 5, which also lies in the reservation. We believe the title sheet sketch map shows the situation correctly and there is an error in the numbering of the sections as shown on plan sheet 7.

We should also have the "definite statement" requested in the second paragraph of our letter of November 1, 1938, as to whether construction of the cattle passes on this project is or is not a right of way consideration.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
FOR FILING
FA 170-C-1

April 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 3, 1939, we are enclosing herewith a copy of letter of transmittal and map showing approval of right of way by the Department of the Interior for Indian Lands, in connection with the Pendleton-State Farm Section, Project No. FA 170-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1939

FAP 170-C-1

April 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 7, 1939, concerning Oregon FAP 170-C (1), Pendleton-State Farm Section of the Oregon-Washington Highway.

The proposed Project Agreement Estimate is still held in this office without action, pending your furnishing us with right-of-way clearance from the Department of the Interior for Indian Lands involved.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Fron

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

RECEIVED
FEB 8 - 19
OREGON
STATE HIGHWAY COMMISSION
PORTLAND, OREG.

February 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed project agreement estimate for Oregon F.A.P. 170-C (1), Pendleton-State Farm section of the Oregon-Washington Highway, submitted with your letter of December 27, 1938.

Action on this estimate is necessarily withheld pending receipt of the customary right of way clearance from the Department of the Interior for the Indian lands involved, the plans showing this project to be partly within the Umatilla Indian Reservation.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Pendleton, Ore.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 1939
FOR FILING

Feb. 3, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon

Re; Pendleton- State Farm
Prefix 30-1122

Dear Sir:

Att: H.M.Finkbiner, Engineer of Materials

Reference is made to the 3'X6' box culvert which is to be constructed at sta. 12+83 of this project.

In order to expedite the curing of the concrete the contractor has asked for permission to use a cement with a high early strength. The additional cost will be absorbed by him. During the construction of this culvert the traffic will be inconvenienced to some extent, and for this reason the earliest use possible of the culvert is desirable.

Please advise.

Yours truly,

C.C.Slavens
Box 459
Pendleton, Oregon

c.c.- R. H. Baldock
H. G. Smith
W. C. Williams

RECEIVED
JAN 10 1939
FOR FILING

170-C

January 10, 1939

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a [illegible] fully executed copy of contract No. 2435 awarded to you on November 18, 1938, for grading the Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM S-A-1 .5M .8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 9 1939
FOR FILING

January 7th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

It does not seem that the contractor is making sufficient progress on the rock cut on the Pendleton-State Farm Section to be out of the way before the breeding season. He has already violated one of our agreements in protecting the water pipes to the dairy ranch, and consequently you should take particular care to see that he does not cause extensive loss of young mink.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

8-M-1 5M 8-38

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
JAN 6 - 1939
STATE HIGHWAY COMMISSION

January 5, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Attached hereto you will find order for state force on ~~construction~~ contract projects to cover the cost of constructing a barbed wire fence along the right of way of the Oregon-Washington Highway, Pendleton State Farm Section, adjacent to the property of D. D. Phelps and Orril Hendriksen. The above mentioned property owners have requested the early construction of this fence and early approval of the order is respectfully requested.

The construction of the fence at state expense is in accordance with the right of way agreements between the state and property owners. The cost should be charged to right of way prefix.

Yours very truly

W. C. WILLIAMS
Division Engineer

By CDC

C. D. CANNON
Office Engineer

CDC:WM
CC RH Baldock
CC JM Devers
Enclosure

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Pendleton-State Farm Section, Project No. FA 170-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 170-C(1)

PENDLETON-STATE FARM SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

Grading, Topping and Oiling (Sta. 7+00 to 33+43.5)

All Required		Clearing and Grubbing	$- -	$ 7.00
110	cu. yds.	Trench Excavation	.75	82.50
16,700	cu. yds.	Common Excavation	.14	2,338.00
3,300	cu. yds.	Solid Rock Excavation	.57	1,881.00
54,000	yd. sta.	Overhaul	.005	270.00
1,200	yd. mi.	Truck Haul	.08	96.00
0.50	mile	Finishing Roadbed and Slopes	150.00	75.00
1,500	lin. ft.	Rounding Cutbanks	.06	90.00
44	lin. ft.	18" Concrete Pipe	1.50	66.00
80	lin. ft.	Salvaging Culvert Pipe	.50	40.00
28	cu. yds.	Class "D" Concrete	24.00	672.00
4,500	lbs.	Metal Reinforcement	.06	270.00
3,000	cu. yds.	Selected Roadbed Topping	.245	735.00
4,000	yd. mi.	Hauling Roadbed Topping	.09	360.00
200	cu. yds.	Filler	.10	20.00
200	yd. mi.	Hauling Filler	.10	20.00
30	M-gal.	Sprinkling	1.70	51.00
0.57	mile	Preparation of Base	100.00	57.00
130	cu. yds.	Placing Mineral Aggregate	1.50	195.00
520	yd. mi.	Hauling Mineral Aggregate	.10	52.00
24	tons	MC-6 Road Oil in Place	35.00	840.00
		Subtotal		$ 8,217
		10% Engr. & Cont.		821
		Total		$ 9,038

Length 0.500 mile
Cost per mile $ 18,076

Grading and Topping (Sta. 33+43.5 to 308+25)

All Required		Clearing and Grubbing	$- -	$ 93.00
690	cu. yds.	Trench Excavation	.75	517.50
166,300	cu. yds.	Common Excavation	.14	23,282.00
11,700	yd. sta.	Solid Rock Excavation	.57	6,669.00

336,000	yd. sta.	Overhaul	$ .005	$ 1,680.00
23,800	yd. mi.	Truck Haul	.08	1,904.00
6.93	miles	Finishing Roadbed and Slopes	150.00	1,039.50
51,500	lin. ft.	Rounding Cutbanks	.06	3,090.00
350	lin. ft.	12" Concrete Pipe	.85	297.50
646	lin. ft.	18" Concrete Pipe	1.50	969.00
80	lin. ft.	24" Concrete Pipe	2.50	200.00
120	lin. ft.	24" Extra Strength Concrete Pipe	2.85	342.00
220	lin. ft.	36" Concrete Pipe	5.30	1,166.00
280	lin. ft.	84" Corrugated Iron Pipe, Uncoated	13.00	3,640.00
200	lin. ft.	Salvaging 2" Water Pipe	.35	70.00
39,000	cu. yds.	Selected Roadbed Topping	.245	9,555.00
122,000	yd. mi.	Hauling Roadbed Topping	.09	10,980.00
2,800	cu. yds.	Filler	.10	280.00
2,800	yd. mi.	Hauling Filler	.10	280.00
370	M-gal.	Sprinkling	1.70	629.00
			Subtotal	$ 66,683
			10% Engr. & Cont.	6,668
			Total	$ 73,351

Length 6.932 miles
Cost per mile $ 10,581

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 7+00 to 33+43.5)	$ 9,038	$ 5,513	$ 3,525
Roadway (Sta. 33+43.5 to 398+25)	73,351	44,747	28,604
	$ 82,389	$ 50,260	$ 32,129

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS

Materials Furnished Under State Contract No. 1604

90	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	$ 1.75	$ 157.50
20	cu. yds.	½" - ¼" Crushed Rock in Stockpile	2.00	40.00
20	cu. yds.	¼" - 0" Crushed Rock in Stockpile	.50	10.00
				$ 207.50

RECEIVED
DEC 21 1938
FOR FILING
172-B-2

December 13, 1938

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are returning to you by express four copies of the contract covering the grading of the Pendleton-State Farm Section in Umatilla County, our number 2135.

It is noted that in executing this contract Mr. Robert J. O'Neil, one of the partners, failed to sign the agreement and bond. Please have all four copies signed by Mr. Robert J. O'Neil at your early convenience and return them to this office.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:AW

170-C-1

December 15, 1938

N. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

On December 1 we forwarded to you by express four copies of the contract which was awarded to you on November 18, covering the grading of the Pendleton State Farm Section of the Oregon-Washington Highway, in Umatilla County. We requested that you execute all four copies of this contract as to agreement and bond and return them to this office. To date the contracts have not been received, nor have we had word from you concerning the matter.

Will you please advise whether or not you received the contracts and when we may expect to have them returned properly executed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBE

FORM 5-A-6 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 13, 1938

IN REPLY PLEASE
REFER TO FILE NO.

170 C

Mr. C. C. Slavens
Resident Highway Engineer
Pendleton, Oregon

Dear Sir:

The federal aid designation for the Pendleton-State Farm Section, Contract No. 2135, is FA 170-C (1). Due to the fact that it was previously designated as FA 170-B (2), some confusion has ensued and in some instances the project has been referred to in the records by the latter designation. Please make any corrections necessary in your records and use only the corrected federal aid number in future references.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. W. C. Williams

FORM S-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 13 1938
OREGON
STATE HIGHWAY COMMISSION

170-C-1

Pendleton, Oregon
December, 12, 1938

Mr.W.M.Lynch,
District Engineer
U.S.Bureau of Public Roads
Portland, Oregon.

NOTED
Asst. State Highway Engineer

Dear Sir:

Work started today on *(FA 170 - B (2), Pendleton - State Farm Section contract No. 2135).

Yours truly,

C.C.Slavens

Resident Engineer
Box 459
Pendleton, Oregon.

* Blue Print Plans show Project No. as being (FA 170 - C (1).

cc. R.H.Baldock

S.H.Probert
W.C.Williams

RECEIVED
DEC 3 1938
FOR FILING

COPY

December 2, 1938

Collins Concrete and Steel Pipe Co.
Corner N. Albina & River Streets
Portland, Oregon

Attention: Mr. R. A. Collins

Gentlemen:

In accordance with your request of December 1st, we are sending you herewith a blueprint copy of the design and a set of special provisions for the 84-inch corrugated metal pipes to be used primarily as cattle passes on the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

For your further information, the grading plans for this project call for the installation of five of these 84-inch pipes, each of which is to be uncoated and each of which is to be approximately 54-feet in average length.

You will appreciate that the actual number of pipes which will be installed, the actual lengths of each, and the locations and angles at which they are to cross the highway roadbed will be determined in the field.

Definite data for each pipe will undoubtedly be furnished you by the contractor acting under the advice of the engineer in charge of the work, who, in this case, is our Division Engineer W. C. Williams at La Grande.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VCO'N:ER
cc W. C. Williams
C. C. Slavens
H. G. Smith

December 2, 1938

Collins Concrete and Steel Pipe Co.
Corner N. Albina & River Streets
Portland, Oregon

Attention: Mr. R. A. Collins

Gentlemen:

In accordance with your request of December 1st, we are sending you herewith a blueprint copy of the design and a set of special provisions for the 84-inch corrugated metal pipes to be used primarily as cattle passes on the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

For your further information, the grading plans for this project call for the installation of five of these 84-inch pipes, each of which is to be uncoated and each of which is to be approximately 54-feet in average length.

You will appreciate that the actual number of pipes which will be installed, the actual lengths of each, and the locations and angles at which they are to cross the highway roadbed will be determined in the field.

Definite data for each pipe will undoubtedly be furnished you by the contractor acting under the advice of the engineer in charge of the work, who, in this case, is our Division Engineer W. C. Williams at La Grande.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'N:ER

Encl.

TELEPHONE GARFIELD 1365

J. J. COLLINS, PRESIDENT

COLLINS CONCRETE AND STEEL PIPE CO.

CORNER N. ALBINA AND RIVER STREET
PORTLAND, OREGON

December 1, 1938

Mr S H Proebert
Office Engineer
State Highway Department
Salem, Oregon

Dear Mr Proebert:

Will you kindly mail us the blue prints for the 84" corrugated metal culvert pipe, to be used on the Pendleton State Farm Section awarded to M. L. O'Neil & Son at the last highway letting.

Yours truly,

COLLINS CONCRETE AND STEEL PIPE CO

BY R A Collins

R. A. Collins.

RAC:JB

RECEIVED
DEC 2 1938
FOR FILING

December 1, 1938

M. L. O'NEIL & SON
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by Express four copies of Contract No. 235 which was awarded to you on November 18, 1938, covering the grading of the Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5, of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 9-M-1 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 25 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

November 22, 1938

170-13-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to the substitution of a 6 foot cattle pass for a 36 inch drainage pipe at Station 204+50 on the Pendleton State Farm Section. Please be advised that this is feasable and is not much greater cost than the installation of the drainage pipe for the reason that the cattle pass can be installed at right angles to the center line and will be considerably shorter than the proposed drainage pipe.

When the contractor has moved onto the job we will secure from him a price agreement and submit it to you for your consideration and approval.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock ✓

170-13-2

November 19, 1938

M. L. O'Neil & Son
R. F. D. No. 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for 7.43 miles grading and 0.57 mile oiling on the Pendleton-State Farm Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $74,901 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
NOV 21 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

170-C-1

November 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 170-C (1), the Pendleton-State Farm section of the Oregon-Washington Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

17 - C - 1

November 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of revised special provision page number 24 for the Pendleton-State Farm Section, Project No. FA 170-C (1), which page contains an additional specification concerning liability for damage to mink farmer, whose property is adjacent to the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

?

Oregon State Highway Department Federal Aid Project No. 170-B(2)

PENDLETON-STATE FARM SECTION OF THE
OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 25, 1938

Grading, Topping and Oiling (Sta. 7+00 to 33+43.5)

All Required		Clearing and Grubbing		$ 90.00
110	cu. yds.	Trench Excavation	$ 1.00	110.00
16,700	cu. yds.	Common Excavation	.20	3,340.00
3,300	cu. yds.	Solid Rock Excavation	.60	1,980.00
54,000	yd. sta.	Overhaul	.015	810.00
1,200	yd. mi.	Truck Haul	.12	144.00
0.50	mile	Finishing Roadbed and Slopes	300.00	150.00
1,500	lin. ft.	Rounding Cutbanks	.08	120.00
44	lin. ft.	18" Concrete Pipe	2.00	88.00
80	lin. ft.	Salvaging Culvert Pipe	.80	64.00
28	cu. yds.	Class "D" Concrete	25.00	700.00
4,500	lbs.	Metal Reinforcement	.06	270.00
3,000	cu. yds.	Selected Roadbed Topping	.25	750.00
4,000	yd. mi.	Hauling Roadbed Topping	.10	400.00
200	cu. yds.	Filler	.30	60.00
200	yd. mi.	Hauling Filler	.10	20.00
30	M-Gal.	Sprinkling	1.50	45.00
0.57	mile	Preparation of Base	150.00	85.50
130	cu. yds.	Placing Mineral Aggregate	1.50	195.00
520	yd. mi.	Hauling Mineral Aggregate	.20	104.00
24	tons	SC-6 Road Oil in Place	30.00	720.00
			Subtotal	$ 10,205
			10% Engr. & Cont.	1,020
			Total	$ 11,225

Length	0.500 mile
Cost per mile	$ 22,450

Grading and Topping (Sta. 33+43.5 to 398+25)

All Required		Clearing and Grubbing		$ 700.00
690 ~~540~~	cu. yds.	Trench Excavation	$ 1.00	~~540.00~~ 69000
166,300	cu. yds.	Common Excavation	.20	33,260.00
11,700	yd. sta.	Solid Rock Excavation	.60	7,020.00

336,000	yd. sta.	Overhaul	$ .015	$ 5,040.00	
23,800	yd. mi.	Truck Haul	.12	2,856.00	
6.93	miles	Finishing Roadbed and Slopes	300.00	2,079.00	
51,500	lin. ft.	Rounding Cutbanks	.08	4,120.00	
350	lin. ft.	12" Concrete Pipe	1.00	350.00	
646 ~~756~~	lin. ft.	18" Concrete Pipe	2.00	~~1,512.00~~	1292.00
80	lin. ft.	24" Concrete Pipe	3.00	240.00	
120	lin. ft.	24" Extra Strength Concrete Pipe	3.50	420.00	
220	lin. ft.	36" Concrete Pipe	4.50	990.00	
280 ~~56~~	lin. ft.	84" Corrugated Iron Pipe, Uncoated	15.00	~~840.00~~	4200.00
200	lin. ft.	Salvaging 2" Water Pipe	.25	50.00	
39,000	cu. yds.	Selected Roadbed Topping	.25	9,750.00	
122,000	yd. mi.	Hauling Roadbed Topping	.10	12,200.00	
2,800	cu. yds.	Filler	.30	840.00	
2,800	yd. mi.	Hauling Filler	.10	280.00	
370	M-Gal.	Sprinkling	1.50	555.00	
			Subtotal	$ ~~83,642~~	86932
			10% Engr. & Cont.	~~8,364~~	8693
			Total	$ ~~92,006~~	95,625

Length 6.932 miles

Cost per mile $ ~~13,272~~ 13,794

SUMMARY OF FUNDS REQUESTED

Item		Total Cost	Federal Aid Funds		State Funds	
Roadway (Sta. 7+00 to 33+43.5)		$ 11,225	$ 6,847		$ 4,378	
Roadway (Sta. 33+43.5 to 398+25)	95625	~~92,006~~	~~56,123~~	58333	~~35,883~~	37292
		~~$103,231~~ 106850	~~$62,970~~ 65,180		~~$ 40,261~~ 41670	

NON-PARTICIPATING ITEMS

Materials Furnished under State Contract No. 1604

90	cu. yds.	3/4" - ½" Crushed Rock in Stockpile	$ 1.75	$ 157.50
20	cu. yds.	½" - ¼" Crushed Rock in Stockpile	2.00	40.00
20	cu. yds.	¼" - 0" Crushed Rock in Stockpile	.50	10.00
				$ 207.50

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV - 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 170-C-1

November 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 170-C (1), the Pendleton-State Farm section of the Oregon-Washington Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending advice from you that the right of way through the Indian Reservation has been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. 170-C-1

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of October 31, 1938, regarding Oregon F.A.P. 170-C (1), the Pendleton-State Farm project, replying to telephone request for analysis of cost of construction of 84" corrugated iron pipe cattle pass against a rigid type for comparison purposes. The letter above referred to does not give this information and it is requested that the estimated costs of the two types of cattle passes be submitted, as this information is necessary before transmitting the P.S.& E. papers to the Regional Office.

A definite statement that the construction of these cattle passes is or is not a right of way consideration should be made.

Due to the distance of project 170-B (1) from this project, and to the fact that it is for grade crossing signals only, we are showing this project as 170-C (1), and request that you change your documents accordingly.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
2 1938

170-B.2

November 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

To make provision for additional stock passes required on the Pendleton-State Farm Project (FA 170-B (2)), we are sending herewith revised special provision sheets, revised bidding sheets and revised P. S. & E. estimate. Revised plan sheets are being sent under separate cover.

The following is our estimate of the comparative costs of 84" Corrugated Iron Pipe and 5' x 7' Reinforced Concrete Boxes:

(1) Per foot cost of Pipe:	
84" Corrugated Iron Pipe	$15.00
(2) Per foot cost of Concrete Box:	
0.56 cu. yd. Concrete at $25.00	$14.00
106. lbs. Metal Resurf. at $.06	6.36
Cost per foot of box	$20.36

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
NOV 2 1938

October 31, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your inquiry concerning the 84-inch corrugated iron pipes proposed to be installed at Stations 123+50, 164+00, 206+60, 284+30 and 358+60 of the Pendleton-State Farm Project, FA 170-B (2).

These pipes are being installed to serve (primarily) as a stock pass, and we have found by past experience that many stock passes are abandoned after a few years of use. It, therefore, appears logical to utilize a low cost type of structure and a type which is salvageable in case of early abandonment.

Experience indicates that the saving in cost over the use of reinforced concrete box structures will be at least thirty per cent.

The installing of these stock passes is necessary as a means of avoiding the driving of stock across the highway at grade.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

October 25, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Pendleton-State Farm Section, Project No. FA 170-B (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

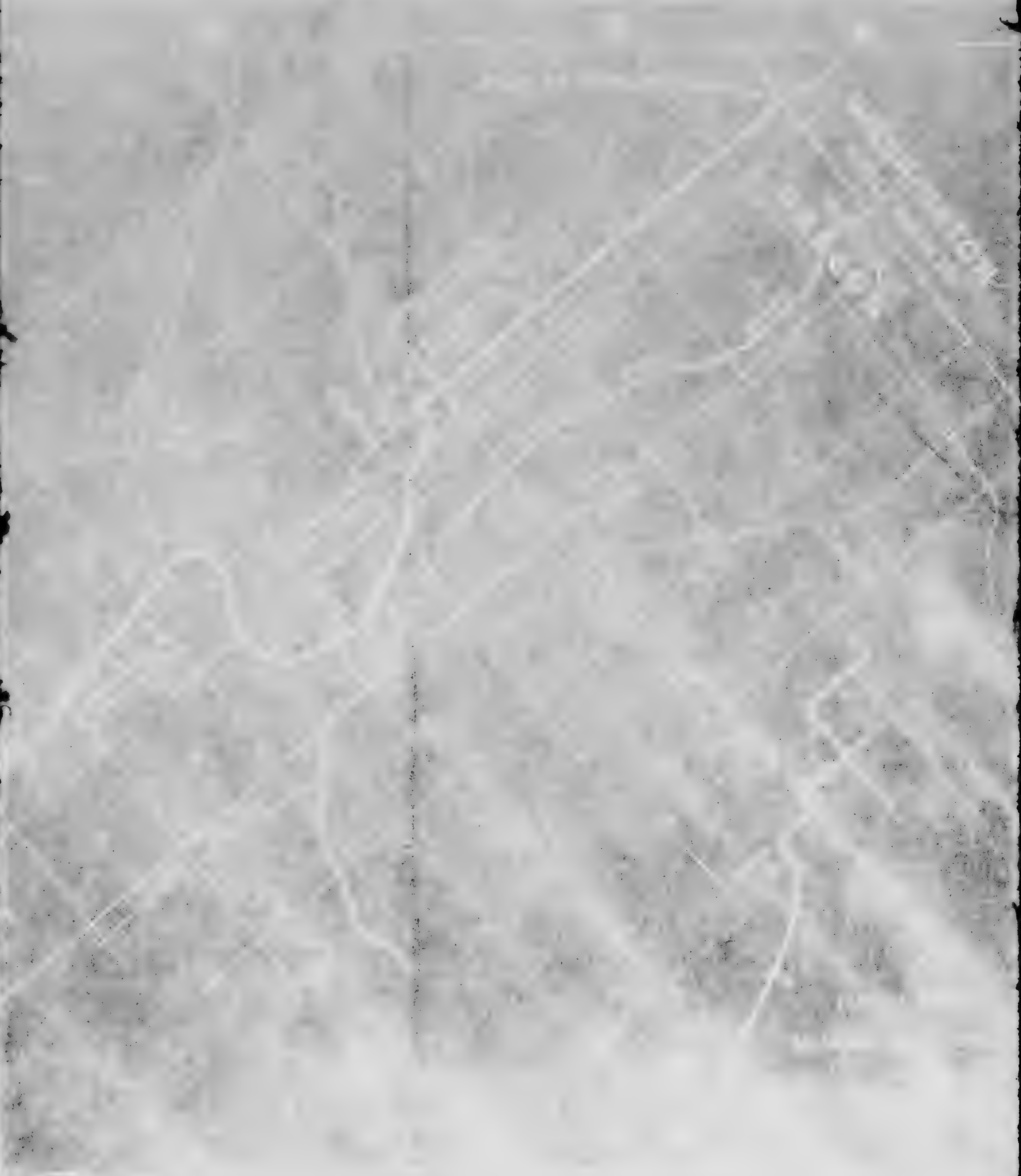
By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

ETON-WASH. STATE LINE SECTION



H-1 1000 8-37

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

October 15, 1938

17

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am furnishing you herewith information requested in order to prepare plans and specifications for the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

1. I think it would be well to insert in the special provisions that the clearing and grubbing should include the removal and disposal of any buildings on the right of way. It is possible that all the buildings will be disposed of through right of way settlements, but those buildings between Stations 25 and 29 are probably not worth moving and it may be necessary to buy them outright and let the contractor dispose of them. Outside of these buildings, the only buildings in the right of way is a house right of Station 21+40, which I believe will be moved under right of way agreement, and the chicken house right of Station 35 the removal of which would be a negligible item.

2. I am enclosing hard copy profile of the east and west legs of the wye at approximate Station 36. In addition to the profiles of this wye, there is also included approach roads right and left of Station 205+65 and 291+52. All quantities required for the construction of these approaches are included in the distribution shown on the profile.

3. All road connections are shown on the profile except those involving farm crossings and these can not be definitely determined until the right of way agreements are executed. I suggest that you get what information you can from the right of way department as to these locations. The quantities for these crossings will be small and I believe that they may safely be omitted and be constructed with the allowance added to the net quantities. If I had the stations designated for farm crossings I could furnish the quantities required.

4. No culvert is required at Station 32, as the fill at this point practically banks on the upper slope. A culvert is needed, however,

H-1 1500 8-37

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

98

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 13, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

17

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am furnishing you herewith information requested in order to prepare plans and specifications for the Pendleton-State Farm Section of the Oregon-Washington Highway in Umatilla County.

1. I think it would be well to insert in the special provisions that the clearing and grubbing should include the removal and disposal of any buildings on the right of way. It is possible that all the buildings will be disposed of through right of way settlements, but those buildings between Stations 25 and 29 are probably not worth moving and it may be necessary to buy them outright and let the contractor dispose of them. Outside of these buildings, the only buildings in the right of way is a house right of Station 21+40, which I believe will be moved under right of way agreement, and the chicken house right of Station 35 the removal of which would be a negligible item.

2. I am enclosing hard copy profile of the east and west legs of the wye at approximate Station 36. In addition to the profiles of this wye, there is also included approach roads right and left of Station 205+65 and 231+32. All quantities required for the construction of these approaches are included in the distribution shown on the profile.

3. All road connections are shown on the profile except those involving farm crossings and these can not be definitely determined until the right of way agreements are executed. I suggest that you get what information you can from the right of way department as to these locations. The quantities for these crossings will be small and I believe that they may safely be omitted and be constructed with the allowance added to the net quantities. If I had the stations designated for farm crossings I could furnish the quantities required.

4. No culvert is required at Station 32, as the fill at this point practically banks on the upper slope. A culvert is needed, however,

FORM 5-M-1 1929 6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

38

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

at Station 228+70. This culvert with the required trench excavation is indicated on the profile I am returning.

5. It will be necessary to lower a two inch galvanized iron pipe at Station 291 and this item should be inserted in the bid items. The quantities involved will be 200 lin.ft. of salvage, plus 18 cu.yds. of trench excavation.

I am enclosing a blue print profile on which the revised grade line between Stations 7 and 35 is indicated with the revised quantity distribution. The two 30 inch culvert pipes at Station 13 are to be salvaged and placed in stockpile. A 6x3 concrete box culvert 44 ft. long is to be constructed at this station. The quantities required for the box culvert construction are as follows:

26 cu.yd. concrete
3400 pounds reinforcing steel
60 cu.yds. trench excavation

I am also submitting to you under separate cover a 50 ft. scale map through the Riverside and Lasson's addition to Pendleton. You will note that the alignment has been revised between Stations 7 and 25, approximately. This was done in order to better fit the center of the existing highway between Stations 7 and 16.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock /

xc

FORM 5-M-1 1M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JUL 18 1938
FOR FILING

170-13-2

July 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith special provisions for the grading and gravel topping of the Pendleton-State Experiment Farm Section of the Oregon-Washington Highway in Umatilla County. I am also forwarding, under separate cover, 2000 foot scale project sketch map.

Estimates of cost of this section were furnished to you under date of June 20, 1938.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT # [redacted] 2136

FA 38-C-2 State Hospital-Ash St., 1938
Pendleton, Old Oregon Trail,
Road Imp.
2136

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
Division 8

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREG.

RECEIVED
OCT 15 1945
FOR FILING

October 9, 1945

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 38-C, Old Oregon Trail, State Hospital-Ash Street Section, City of Pendleton, was made on October 6, 1945.

The report of inspection states that the landscaped area is mowed and nicely cleaned up, but that many of the poplar trees which were installed to screen railroad embankments and gravel dikes appear to be dying. Shrubs around the Umatilla River Bridge ends and elsewhere are badly in need of pruning. This condition, we believe, was due to factors beyond your control and the report is not in criticism of the maintenance of the project. Deferred maintenance of elements such as the above has been not only universal but obligatory in view of the lack of personnel and the necessity for concentration on more urgent requirements.

We are merely calling this to your attention, anticipating that by next year the labor situation may have eased to the point where some rehabilitation may be accomplished on this project.

Very truly yours,

T. M. Davis

T. M. DAVIS
District Engineer

RECEIVED
OCT 10 1945
STATE HIGHWAY COMMISSION

Copies sent to [illegible]

F. 38-C-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

February 2, 1940

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 38-C (2), Pendleton Landscaping ______________________, was made by a representative of this office on January 16, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Senior Highway Engineer

#2136

38-C-2

February 2, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2136, for the construction of the Pendleton Section of the Old Oregon Trail in Umatilla County, consisting of roadside improvement, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 12, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $4,302.55, including the final payment. Of this amount $55.56 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUN 9 - 1939
FOR [illegible]

14 - 38-C-2

June 7, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are referring to your letter of June 1st, concerning reflectorized signals at the grade crossing on the State Hospital-Ash Street Section of the Old Oregon Trail at Pendleton, Federal Aid Project No. 38-C (2).

We are pleased to be able to advise that reflectorized advance warning signs and reflectorized cross-buck grade crossing signs are now in place at that crossing.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

7

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2 - 1939
STATE HIGHWAY COMMISSION

June 1, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Notification has been received that Oregon Federal Aid Project No. 38-C (2), the State Hospital-Ash Street Section of the Old Oregon Trail at Pendleton, was completed on April 25, 1939. Please advise if the installation of the reflectorized signals at the grade crossing on this project has been completed.

Sign installation
is complete

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 2-A-1 2920 3-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 2, 1939

Mr. S. H. Probert
Office Engineer
Department

Dear Sir:

The reflectorized advance warning and crossbuck type railroad signs covered by State Force Work Order 30-1123-589 for the State Hospital-Ash Street Section of the Old Oregon Trail were installed last week.

Very truly yours,

W O Widdows

W. O. Widdows
Asst. Maint. Engineer

WOW:mt

Standard
Form 2104
9-36-5,000

RECEIVED
JUN 6 - 1939
FOR [illegible]

RECEIVED
MAY 25
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

F. N. FINCH,
GENERAL MANAGER,
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON

May 24, 1939

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I would appreciate early reply to my letter of May 9, in regard to removal of our crossing signs at new highway crossing in the vicinity of Eastern Oregon State Hospital at the time your crews installed metal highway crossing signs.

Yours truly,

F N Finch

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

MAY 13 1939

Stencil No. 124

61238-C-2

May 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 38-C (2)
State Hospital-Ash Street section
Old Oregon Trail

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Tor

A+pr-38609

Form P. R. 2

State Oregon

Federal Aid Project No. 30-C (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of April, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of December, 1933, a revised project statement, which was approved by the Secretary on the 8th day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (2) of said project which were recommended for approval by the United States District Engineer on the 2nd day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two thousand, seven hundred eighty and 00/100 dollars ($2,780.00) as the share of the United States payable under said act on account of Section C (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 173, Laws 1917; Chapter 51, Laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1361+00 and survey station 1385+00, (excepting therefrom that portion between survey station 1370+98.5 and survey station 1374+61.5) all in Pendleton,

, length 0.577 of a mile~~s~~, in Umatilla County, being Section C (2) of Oregon Federal Aid project No. 38, consisting of 0.577 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span~~, or a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (2) of said project shall not in any event exceed the sum of two thousand, seven hundred eighty and 00/100 dollars ($2,780.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four thousand, five hundred fifty-eight and 00/100 dollars ($4,558.00), the approved total estimated cost of Section C (2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of APR 26 1939, 19----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5515

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 38-C (2), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 4,558.00 as the total estimated cost of said project, and the sum of $ 2,780.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 26 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAY 1939
FO

May 5, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2136, Roadside Improvement on the Pendleton Section of the Old Oregon Trail in Umatilla County. This payment will be made on or after May 15, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—5M—7-38

PH 35 C-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

MAY 1 — STATE HIGHWAY COMMISSION

For Week Ending April 29, 1939

Section Pendleton

Kind of work Roadside Improvement

Highway Old Oregon Trail

Section prefix 30-1123

Contractor Leonard and Slate

Contract number 2136

Date of contract Nov. 21, 1938

Date of completion Nov. 30, 1939

Date work started Nov. 29, 1938

Estimated date of completion April 25, 1939

Amount of contract $ 4144.00

Per cent of time elapsed 42.9 %

Estimated cost of completed project, exclusive of engineering $ 4363.80

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 294.29, %

Date project was completed April 25, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Tuesday April 25 th. the ventilator was installed.

The priject is complete with the exception of the possible replacement of trees next fall.

The Final Estimate on the project will be submitted Monday of next week.

This is the Final report.

NOTED H. W. LIBBY

NOTED VAN SCOY

Signed C. C. Slavens.

Address Box 908, La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

TE PRINTING DEPT.

FORM 5-A-1 5M 9-38

COMMISSIONERS

D EIVED

R. H. BALDOCK
STATE HIGHWAY ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.64				
Miles partially completed	-----				
Miles completed	0.64				
Total estimated quantities	4363.80				
Estimated quantities moved or placed to date	4363.80				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
APR 27 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 28 1939
FOR FILING

~~SALEM~~
La Grande, Ore.
Apr. 25, 1939

IN REPLY PLEASE
REFER TO FILE NO.

1.1-38 C-2

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

In regard to the attached notification of the completion date of (F.A. 38-C (2)) you are advised as follows:

In so far as the payroll is concerned the project was completed March 28th. The project was then completed with the exception of the installation of a ventilator, which was installed April 25th, the date of notification. The time for this work will not appear on a payroll due to the fact that the ventilator was installed by a tin shop for a lump sum covering furnishing and installing.

On the date of the attached notification (April 25th), The project was completed with the exception of the possible replacement of trees which have not shown proper growth prior to November 30th 1939, as per contract.

Yours truly,

C.C. Slavens
Resident Engineer
Box 906
La Grande, Oregon

c.c.- R. H. Baldock
H. G. Smith
W. C. Williams

FORM 5-A-1 [illegible] 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
La Grande, Ore.

IN REPLY PLEASE
REFER TO FILE NO.

Apr. 25, 1939

Mr. W. H. Lynch
District Engineer
U.S. Bureau of Public Roads
Portland, Oregon

Dear Sir:

Completed to day (F.A. 38-C (2)), Roadside Improvement, Pendleton Section of the Old Oregon Trail, Contract No. 2136.

Yours truly,

C. C. Slavens
Resident Engineer

c.c.- R. H. Baldock
H. C. Smith
W. C. Williams

FORM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 22 1939
FOR FILING

RECEIVED
1939
OREGON
STATE HIGHWAY COMMISSION

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

11 38-C-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I have delayed answering your letter of March 27 having reference to seeding of the area included in the Pendleton Landscape project for the reason that I have not been able heretofore to get all facts in the matter.

As the situation now stands, Dr. McNary is objecting to the maintenance of the existing project unless it is seeded. It apparently is his understanding that it was intended to seed the entire area, so that he could maintain it in approximately the same manner as he does the hospital grounds.

I am still of the opinion that unless the area is seeded, it soon will become unsightly through the growth of weeds, etc., and that little material improvement will be noted as far as appearance is concerned.

It would be my suggestion that on your next trip to Pendleton you discuss this matter in detail with Dr. McNary and if you find it true that he desires the entire area seeded, and will maintain it if so done, effort should be made to secure funds for the necessary seeding. I should think that such funds could be set aside from 1940 regular landscape funds.

Very truly yours

Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith

FORM S-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 21 1939
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1939
FOR FILING

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

7-[illegible] 38-C-2

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith
Construction Engineer

Dear Sir:

I am submitting herewith price agreements No. 3, 4, and 5 on the Pendleton Roadside Improvement project.

Price agreement No. 3 covers the purchasing of galvanized water pipe left on hand on completion of the project. Price agreement No. 4 covers the purchase of 4 feet of 48 inch corrugated iron pipe, which was left on hand on completion of the project. Price agreement No. 5 covers the purchase of .875 tons of commercial tankage left on hand on completion of the project. Attached to the price agreements are invoices showing cost to the contractor of the materials left on hand.

The reason for the purchase of the 48 inch pipe under price agreement No. 4 is explained on the price agreement form. There is submitted herewith copy of letters of explanation from C. C. Slavens giving reasons for the material left over under price agreements No. 3 and 5.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
Enc.

cc R. H. Baldock

FORM 8-M-1 2M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

April 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

NOTED
State Highway Engineer

Dear Sir:

I am inclosing herewith price agreement #2, on the Pendleton Roadside project. This price agreement covers the installation of a ventilator in the pump house. We already have an approved extra work order for this installation but it appears more desirable to do the work under a price agreement.

I am also inclosing price agreement #1, which covers the change in type of trees planted on the same project. There is no change in the cost of the trees.

Very truly yours

Division Engineer

WCW V

Incls.

cc Mr. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

C-2

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 38-C (2)
State Hospital-Ash Street section
Old Oregon Trail

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)
C-2

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 38-C (2)
State Hospital-Ash Street section
Old Oregon Trail

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
~~F. S.~~ ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

7P38 C-2

March 21, 1939

NOTED
Asst. State Highway Engineer

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Enclosed herewith is a copy of a letter from F. E. Andrews, Sr. Highway Engineer.

It is my understanding that no price changes are involved, but a price agreement nevertheless seems to be in order.

If, however, you decide that this procedure is not required, you can write Mr. Andrews directly.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
CC TO:

R. H. Baldock
H. G. Smith
C. C. Slavens

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 21, 1939

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Mr. E. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Attention: Mr. F. E. Andrews
Sr. Highway Engineer

Dear Sir:

Your letter approving the necessary substitution in nursery stock on the Leonard and Slate contract, Oregon F. A. P. 58-C (2), has been received and forwarded to Division Engineer, Mr. W. C. Williams, with instructions to comply with your request for a price agreement.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:F

CC TO:

R. H. Baldock
H. G. Smith

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 18, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

NOTED
State Highway Engineer

Attention: Mr. Tom Davis

Dear Sir:

Reference is made to the Leonard and Slate contract, NB-C-(2), Roadside Improvement on the State Hospital - Ash Street section in Pendleton, Oregon.

Request is made to substitute 110 Populus bolleana, 12' to 15' grade, for Populus nigra italica of the same grade. It is also requested that instead of furnishing 8 Gleditsia triacanthos, 8' to 10' height, the Contractor be allowed to furnish 8 Celtis occidentalis of the same grade.

The Contractor reported that he was unable to purchase the exact grade and quantity in the nursery market, and this department upon investigation, concurs that available stocks do not meet specification requirements. The changes requested are only minor and would be noticeable only to a botonist capable of distinguishing the characteristics that exist between the two species of poplars. The choice was originally made to create a desired landscape effect, and the changes requested in no way effect the original plan.

There will be no change in price schedule as the substitutions are merely changes in the technical varieties.

Inasmuch as this department attempts to verify the Contractor's report, a certain amount of time is lost before making this request, and an immediate reply would be appreciated.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By
George H. Otten
Landscape Engineer

GHO:FF
CC TO:
R. H. Baldock
H. G. Smith
W. C. Williams
C. C. Slavens

FORM 5-A-1 5M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 8, 1939

Mr. W. C. Williams
Division Engineer
La Grange, Oregon

Re: Pendleton Pump House Ventilation.
Prefix - 30-1123.

Dear Sir:

Rather than attempt to construct a metal ventilator for the roof, it is suggested that we install an Arex-Austor ventilator as manufactured by the Arex Company of Chicago. Only one ventilator would be required due to the fact that this type of ventilator has siphon chambers so placed on it as to concentrate the wind currents into a steady pulling force upward, drawing out air from within the pump house by the vacuum created. This ventilator is also blizzard proof. No damper is required, and therefore its effectiveness does not depend upon its being regulated by hand.

An illustration is attached so that the Contractor can know about what is recommended. If he cannot get this particular model, he can at least get its equivalent.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

Dictated by
H. L. Spooner
F
CC TO:

R. H. Baldock
H. G. Smith

FORM 5-H-1 2M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 3
STATE HIGHWAY COMMISSION

March 2, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. George Otten, Landscaping Engineer

NOTED
State Highway Engineer

Dear Sir:

The pump house on the Pendleton Landscaping project is now complete but there should be additional work done to make it satisfactory. No ventilation was provided in the pump house and as the house is directly over the open well vaporization from the well keeps the inside of the house very wet at all times when closed up. This moisture is detrimental to any tools that might be stored therein and it would do no good to the pump motor, etc. I would suggest that a couple of ventilators would be constructed in the pump house at a cost which I estimate would not exceed $25 or $50.

If this meets with your approval, I would suggest that you have designed a satisfactory ventilating system for this pump house and furnish the details and we will have the contractor do the work either as extra work or under price agreement.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
C. C. Slavens

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 20, 1939

Leonard and Slate
General Contractors
Multnomah, Oregon

Attention: Mr. Chas. H. Leonard

Dear Sir:

In reply to your inquiry of February thirteenth regarding the furnishing of garden hose to conform to the specifications in Item 13 in contract No. 2136, please be advised that the sample of Hewitt hose submitted is satisfactory to the Oregon State Highway Department.

It is understood that the hose furnished will conform to the specifications indicated on the bottom of page 22 of the catalog supplied by the Hewitt Rubber Corporation of Buffalo, New York.

This department will retain the sample and catalog for reference purposes.

NOTED
State Highway Engineer

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
CC TO:

R. H. Baldock
H. G. Smith
W. C. Williams
C. C. Slavens
Wm. Reeves

FORM 2-M-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

3-2-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith an order for state force work on contract projects covering the installation of reflectorized railroad warning signs on the railroad spur crossing near the State Hospital in Pendleton. Attached to the order is a letter explaining the necessity of the work from Mr. W. O. Widdows, Assistant Maintenance Engineer.

Very truly yours

NOTED
State Highway Engineer

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM D-64 1 50 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 24 1939
FOR FILING

January 23, 1939

Mr. C. C. Slavens
Resident Engineer
Box 459
Pendleton, Oregon

NOTED
Asst. State Highway Engineer

RE: Pendleton Roadside Improvement.
Prefix - 30-1123.

Dear Sir:

The lock for the pump house of the Pendleton job has been ordered through F. W. Stiffler so that it will be keyed to the master system of the department. I have asked Mr. Stiffler to send the lock direct to you.

I understand that it may require considerable time to get this special lock, and it probably would be advisable to install a temporary hasp and padlock until the other lock is received.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

Dictated by
H. L. Spooner
F.

CC To:

R. H. Baldock
H. G. Smith

FORM 8-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 23 1939
FOR FILING

Pendleton, Ore.
Jan. 20, 1939

NOTED

R. H. Baldock
State Highway Engineer
Salem, Oregon

Re.- Pendleton Roadside Improvement
Contract 2136
Prefix 30-1123

Dear Sir: Att. Geo. H. Otten, Landscape Engineer

Reference is made to your letter of January 14, 1939 in regard to the motor to be used with the pump.

You are advised that the pump is equiped with a 10 H.P. 220 Volt, 3- phase, 3450 R.P.M. motor.

Please advise if further information will be necessary.

Yours truly,

C. C. Slavens
Box 459
Pendleton, Oregon

c.c.- R. H. Baldock ✓
H. G. Smith
W. C. Williams

FORM 9-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Pendleton, Ore.
Jan. 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED

Mr. ~~W. C. Williams~~
Division Engineer
State Highway Commission
La Grande, Oregon

Re- Pendleton Roadside Improvement
Contract No. 2136
Prefix 30-1123

Dear Sir:

You will note that on page 5 of the Special Provisions, that the state is to furnish the lock for the pumphouse door, without charge to the contractor.

Will you please have the lock furnished at the earliest convenience.

Yours truly,

O. C. Slavens
Resident Engineer
Box 459
Pendleton, Oregon

✓

c.c.-R. H. Baldock
H. G. Smith
Geo. H. Otten

FORM 2-A-1 8M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 17 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 16, 1939

NOTED
Asst. State Highway Engineer

Mr. C. C. Slavens
Resident Engineer
Box A59
Pendleton, Oregon

RE: Pendleton Roadside Improvement, #30-1123.

Dear Sir:

The hose valve as indicated by your sketch is satisfactory for this job. It will, however, require a larger tile or sleeve than would a sill cock or inverted type faucet, as care must be taken that plenty of space is allowed for the hose to be attached without kinking. In order to protect ourselves against a cheap boiler valve, I would suggest that you recommend to the contractor that he furnish hose valves similar to Walworth #523. This is a standard valve.

The hose valves will be equipped with wheel handles that are to be hand operated, and the valves should be placed on risers extending up nearly flush with the ground. A piece of tile with a wooden cover is placed around the valve for protection.

The turnoff key is for use on the drain valves, which, by necessity are located deep in the ground to drain the low ends of the irrigation system. The wheel handle on this valve is to be equipped with a cross-handle to fit the Thompson turnoff key. The Price - Pfiester Company of Los Angeles manufactures a ½" cast brass cross angle stop that works perfectly for drain valve use.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

Dictated by
H. L. Spooner
F

CC to:
R. H. Baldock
H. G. Smith
W. C. Williams

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 17 1939
FOR FILING

January 14, 1939

NOTED
Asst. State Highway Engineer

~~Mr. C. C. Slavens~~
~~Resident Engineer~~
~~Box 459~~
~~Pendleton, Oregon~~

RE: Pendleton Roadside Improvement
Project # 30-1129.

Dear Sir:

The efficiency chart submitted to this office for the pump to be installed on the Pendleton Roadside Improvement job meets our approval and is in accordance with the specifications of the job if the pump is equipped with a motor of at least 10 horsepower. The chart does not indicate the type of motor to be used, and I am requesting that you submit to this office full details on the motor so that our files will be complete on this installation.

I am having the efficiency chart printed and am returning the original to you together with the other data submitted.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

Dictated by H. [illegible] Spooner
F.

CC to:
R. H. Baldock
H. C. Smith
W. C. Williams.

Enc. 4.

FORM 2-A-1 8M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 17 1939
FOR FILING

January 14, 1939

NOTED

Mr. O. G. Slavens
Resident Engineer
Box 469
Pendleton, Oregon

RE: Pendleton Roadside Improvement, #30-1123.

Dear Sir:

Inasmuch as the habit of growth is so similar and such a great sacrifice in size would have to be made, I am recommending that the substitute Populus bolleana be used in the Pendleton planting. The Bolleana Poplar is well adapted to Eastern Oregon planting and would possibly have been specified had we known them to be available on the market. The differentiation between the Lombardy Poplar specified and the Bolleana Poplar to be used can only be detected by experienced, well informed botanists, or nurserymen.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
ENC L.

CC to:

R. H. Baldock
H. G. Smith
W. C. Williams

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 13 1939
FOR FILING

RECEIVED
JAN 12 1939
STATE HIGHWAY COMMISSION

Pendleton, Ore.
Jan. 11, 1939

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon

Att: Geo. H. Otten, Landscape Engineer
Pendleton Section Roadside Improvement
30-1125

Dear Sir:

Attached is correspondence to Leonard & Slate from the Milton Nursery Co. in regard to their available stock of trees.

Please advise me of your opinion in regard to their proposal to substitute the Bolleana Poplar for the Lombardy, Populus Nigra, or furnishing the Lombardy, Populus Nigra in 6ft. to 8ft. grade instead of the 12ft.-15 ft. grade.

Yours truly,

NOTED
Asst. State Highway Engineer

C. C. Slavens
Box 459
Pendleton, Oregon

c.c.- R. H. Baldock
H. G. Smith
W. C. Williams

FORM 8-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Pendleton, Ore.
Jan. 11, 1939

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 13 1939
FOR FILING

RECEIVED
JAN 12 19
OREGON
STATE HIGHWAY COMMISSION

NOTED
Asst. State Highway Engineer

R.H. Baldock
State Highway Engineer
Salem, Oregon

Pendleton Section
Roadside Improvement
SO-1123

Dear Sir:

Att: Geo. H. Otten, Landscape Engineer

Attached is a sketch showing the type of hose valves, as well as, drain valves which we are going to use on this project.

The fact that there is several different types on the market has left us partially undecided as to the type referred to in the contract.

Please advise if the types shown on the sketch will meet with your approval; also, should both hose valve and drain valve have the same type of wheel in veiw of using the same turnoff key.

Yours truly,

C. C. Slavens, Res. Engr.
Box 459
Pendleton, Oregon

c.c.- R. H. Baldock
W. C. Williams
H. G. Smith

FORM 2-6-1 8M 3-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In reply please
refer to File No.

January 5, 1939

Mr. C. C. Slevens
Resident Engineer
Box 459
Pendleton, Oregon

NOTED
Asst. State Highway Engineer

NOTED
Asst. State Highway Engineer

Dear Sir:

I am in receipt of your letter suggesting an addition to the pipe layout of 140' of 1½" pipe northerly of station 1378 together with enlarging the other pipe sizes as required. This added pipe would unquestionably serve a most useful purpose for future use as well as for immediate needs, and I therefore approve of this installation.

I am also in receipt of a letter from W. C. Williams, Division Engineer, authorizing me to communicate directly with you as this improvement meets his complete approval.

My reply was delayed owing to the double holiday, but trusting that it has not interfered with your construction program, I remain with best wishes for a Happy New Year

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
CC to:

R. H. Baldock
H. G. Smith
W. C. Williams

FORM 8-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

January 3, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Mr. George H. Otten, Landscape Engineer

Dear Sir:

Mr. Slavens has furnished you a copy of his letter having reference to an extension of the pipe line at Station 1578 on the Pendleton Roadside Improvement Project. I believe this to be a meritorious improvement but will await your advise before telling Mr. Slavens to proceed.

Will you please advise him direct your wishes in the matter.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
CC CC Slavens

RECEIVED

38-C-2

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the State Hospital-Ash Street Section, Project No. FA 38-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 38-C(2)

STATE HOSPITAL-ASH STREET SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

Roadside Improvement (Sta. 1361+00 to 1395+00)

All Required		Right of Way Clean-up	$ - -	$ 100.00
50	hours	Ground Leveling	6.00	300.00
All Required		Pump House Complete	- -	600.00
All Required		Irrigation Pump	- -	600.00
120	lin. ft.	3" Galvanized Water Pipe	.55	66.00
260	lin. ft.	2½" Galvanized Water Pipe	.45	117.00
1,900	lin. ft.	2" Galvanized Water Pipe	.35	665.00
1,900	lin. ft.	1½" Galvanized Water Pipe	.30	570.00
1,900	lin. ft.	1¼" Galvanized Water Pipe	.27	513.00
50	only	3/4" Hose Valves	.40	20.00
10	only	½" Drain Valves	1.00	10.00
1	only	30" Valve Key	1.00	1.00
5	only	50' Lengths of 3/4" Hose	7.00	35.00
6	only	Robinia pseudoacacia	2.00	12.00
4	only	Ailanthus glandulosa	2.50	10.00
8	only	Gleditsia triacanthos	2.00	16.00
2	only	Juglans nigra	2.00	4.00
110	only	Populus nigra italica	1.00	110.00
100	only	Transplanting Native Willows	.50	50.00
110	cu. yds.	Borrowed Topsoil	2.00	220.00
15	bales	Peat Moss	5.00	75.00
1	ton	Commercial Tankage	50.00	50.00

Subtotal	$ 4,144
10% Engr. & Cont.	414
Total	$ 4,558

Length 0.577 miles
Cost per mile $ 7,899

Federal Aid Funds Requested- $ 2,780
State Funds- 1,778

$ 4,558

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 20 1938
FOR FILING

December 19, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2136 which was awarded to you on November 21, 1938, for the roadside improvement project on the State Hospital-Ash Street Unit of the Old Oregon Trail, in Pendleton. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM 5-M-1 2M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

38-C-i

December 16, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I am enclosing herewith request for additional expenditure on the Pendleton Roadside Improvement project in the amount of $245.00. This additional expenditure is required to cover an overrun of bulldozer operation which was necessary to satisfactorily complete the job and the construction of a sump in the well, which was not included in the original authorization.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
CC HG Smith
Enclosure

FORM 2-[illegible] 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 15, 1938

Mr. O. C. Slavens
Resident Engineer
Box 459
Pendleton, Oregon

Dear Sir:

In reply to your letter of December 13th regarding the final depth of the well, I would advise not to attempt any penetration of the bed-rock. A careful examination of the rock should determine whether or not a float stone has been encountered instead of bed-rock. If you are satisfied that the rock is not a rounded boulder, this should prove without a doubt that it is the true bed-rock. The next step would be to hammer the bed-rock surface so as to remove whatever decomposed rock exists. If it is possible at all to rough-broom the surface so as to clean out small chips and sediment, it would be most desireable.

In order to gain approximately the depth indicated on the plan for the foot-valve and assuming the bottom is clean bed-rock, then it would be safe to decrease the clearance to 6 inches. The plan shows 12 inches, but this took into consideration the possibility of a sand and gravel bottom. This would then place the bottom of the 3" water pipe at an elevation of 1027.1 instead of 1026.0 as shown. Assuming a normal draw-down of 3 feet, the top surface would stand at 1031.0 which would leave us approximately 4 feet of immersed pipe under the extreme drought conditions. During the summer months, the water should of course stand much higher which is the time of maximum requirements.

NOT

Anyway the mystery is solved, and I feel confident now that the well is supplied along the surface plane of the shallow bed-rock. Continued use of the well should improve the flow and thus decrease the draw-down of the well surface which in turn would prevent any air suction through the foot-valve.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
cc to:

R. H. Baldock
H. G. Smith
W. C. Williams

FORM 5-M-1 2M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

38-Ci-2

December 10, 1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I am in receipt of your letter of December 8th in which you ask if it would be possible to perform the grader work on the Pendleton landscape project under price agreement instead of force account in order to secure bureau participation.

I preferred in the first instance to handle the work under price agreement but this is not practicable as the contractor has no motor grader anywhere near Pendleton, with none available there. Should he bring in a motor grader, the cost of the transportation alone would probably be as much as the force order submitted.

Failure to receive the approved force order has upset our plans somewhat as I have been holding a state owned motor grader with which to perform the work. The grader is needed elsewhere, so I am now releasing the grader in the face of no approved work order. Should the force order be approved, I will attempt to secure another grader for the work.

If you deem it essential that the work be performed under price agreement, such of course can be effected, but the contractor will ask a minimum of $3.00 per hour for operation, plus cost of transporting the motor grader to and from the project. The total cost of handling in such manner I would estimate at $200.00.

As I advised you, haste is necessary in this matter, as the bulldozer work is almost completed and the grader work should be performed immediately so that the contractor can proceed with the pipe laying. If it should be your opinion that the areas have

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Pendleton Landscaping Project
George Otten
Page 2

been satisfactorily prepared with the dozer, the grader work can be eliminated but the appearance of the areas is not at all pleasing, as they now are.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
CC HG Smith

2-A-1 6M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 8, 1933

~~Mr. W. C. Williams~~
~~Division Engineer~~
~~Oregon State Highway Department~~
~~La Grande, Oregon~~

NOTED
Asst. State Highway Engineer

Dear Sir:

It has occurred to me that in the extra force order issued for the grader, that this is entirely a state contribution.

Would it lessen our expense if we entered into a price agreement with the contractor and let the Bureau participate in the costs.

Respectfully suggested,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF
cc to:

R. H. Baldock
H. G. Smith

FORM 5-A-1 10M 5-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~ Pendleton, Ore.
Dec. 9, 1938

IN REPLY PLEASE
REFER TO FILE NO.

38-C-

NOTED
Asst. State Highway Engineer

Leonard & Slate
General Contractors
Multnomah, Oregon

Roadside Improvement
Pendleton Section
Prefix No. 30-1123

Dear Sir:

Att: Chas. H. Leonard

Having received your first payroll on the Pendleton Roadside Improvement project, Contract No. 2136, FA 38-C(2), I note that you have only included one copy of affidavit setting forth the name of employee who supervises payment of employees.

Please furnish me with two additional forms at your earliest convenience. Enclosed you will find blank forms.

Yours truly,

C. C. Slavens
Box 459
Pendleton, Oregon

c.c. R. H. Baldock
W. C. Williams

FORM 5-M-1 8M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 8 1938
FOR FILING
[illegible]

[illegible] 1938
[illegible]

December 6, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I am submitting herewith extra work order No. 1 on the Pendleton roadside improvement project on the Old Oregon Trail in Umatilla County.

This work order covers the construction of the sump in the bottom of the existing well. It is necessary to perform this work as extra work as there was no bid item in the contract for the same.

Yours very truly

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
CC HG Smith
Enclosure

FORM 8-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 7 1938
FOR FILING

RECEIVED

IN REPLY PLEASE
REFER TO FILE NO.

December 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I am enclosing herewith an order for state force work applying to contract projects on the State Hospital-Ash Street roadside improvement project. This order covers an estimated 40 hours of motor grader operation to complete the fine grading and smoothing of the areas leveled by the contractor with a bulldozer. The estimated cost of motor grader operation is $2.00 per hour.

Inspection of the project reveals that the bulldozer cannot smooth the areas to a satisfactory condition and I believe the appearance can be greatly improved by the fine grading with the motor grader. The bulldozer will complete work probably the latter part of this week, so that we should have some decision on the acceptance of this order before the end of the week, in order that we may proceed promptly with the grader work if approved.

I will submit to you within the next day or two a work order covering the additional work on the well sump.

Yours very truly

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:RM
CC RH Baldock
CC HG Smith

FORM 74-1 2M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 2 1938
FOR FILING

December 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. George Otten, Landscape Engineer

Dear Sir:

I have just returned from Pendleton where I made an inspection of the work being performed on the Pendleton Roadside Improvement project.

This work is not going to pan out very well unless a grader is used after the bulldozer finishes work. The contractor is using a 30 H. P. tractor with a very small bulldozer and the results he is obtaining are not very satisfactory. I do not believe that the appearance of the job will be good at all unless the areas are smoothed up with either a motor or tractor pulled grader after the bulldozer is through. The contractor has no grader and it would be quite expensive for him to bring one in for the small amount of work involved. Approximately 30 hours' grader work should be performed at a cost of $3.00 per hour, or at least this would be the cost if done with state forces. I will appreciate your advising me what you think of this grading work and if it would be possible to submit an order for State Force Work on Contract Projects, in the amount of $90.00 to cover the required work.

For your information I will also advise that I do not believe the necessary leveling work with the bulldozer can be performed in the specified 50 hours' time. Including today the contractor has worked approximately 15 hours and I am certain that he is not more than 20% complete, if that. I believe some saving could be made by eliminating the bulldozer work on the more level areas and using a grader only on them.

Upon receipt of this letter I will appreciate your either wiring or calling me by phone as it is necessary that we know immediately what

FORM M-1 2M 8-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Geo. Otten,
Pendleton Roadside Improvement
Page 2

we are going to do. I will be in my office Saturday A. M. and if you have anything definite at that time I would appreciate your passing it on to me.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MM
CC RH Baldock ✓
CC HG Smith

RECEIVED
DEC 2 1938
FOR FILING
38-C-2

December 1, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of November 21, concerning the State Hospital-Ash Street roadside improvement project (FA 38-C (2).

The roadside improvement proposed for the nine-mile unit on Project No. 42 which adjoins, on the west, the unit on which roadside improvement was performed in 1937, is to consist of the cultivation of areas between the roadway and the right of way lines and the planting of those areas to Crested-wheat, the cultivating and planting to cover the slopes of cuts and fills as well as the areas beyond them. The cost of the work is estimated at $350 per mile. All cut slopes have already been rounded, that work having been done as a part of the grading of the roadbed.

We are endeavoring to obtain the cooperation of the U. S. Soil Conservation Service in the proposed cultivating and planting work, but, if we fail in this, we plan to include the work in the 1939 Regular Federal Aid Program. It may be possible to perform the work during the 1939 season, but, if not, it will be done in 1940.

The railroad grade crossing at Station 64 of Project FA 38-C (2) is a crossing of only a spur track servicing a flour mill and lumber yard. Trains are very infrequent and necessarily move very slowly, for which reasons it does not seem to us that reflectorized signs should be required. No agreement is in effect, however, requiring the flagging train movements or the limiting train movements to daylight hours.

To us, it does not seem that the installation of reflectorized signs at this crossing is either warranted or desirable, but as a technical application of the provisions of Memorandum No.

63 calls for such an installation, we assume that it would be useless for us to ask that an exception be made. With this understanding, we agree to install reflectorized signs before submitting our final voucher for the project concerned.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 8-A-1 5M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. S. H. Probert

Dear Sir:

Reference is made to the letter from Mr. W. H. Lynch, District Engineer, under date of November 21, 1938, requesting a description of proposed Roadside Improvement on the 9 mile section of Project 42.

This project extends from the westerly end of our Federal Aid Roadside Improvement Project No. 42 to the junction of this highway with the former highway between Stanfield to Pendleton through Echo.

This project included slope-rounding under the construction contract. It is proposed to clear and grub, plow, harrow and generally cultivate the areas between the shoulder slopes and the R/W boundary lines preparatory to seeding these roadside areas to Crested-wheat. It is hoped that additional easement strips might be furnished by abutting farm owners, who would also agree to eliminate the boundary fences so that these wider areas of Crested Wheat would better serve as a more effective wind-erosion control in this exposed area. This widening phase of the soil-erosion control is being suggested by the Soil Conservation Service with which we are attempting a co-operative demonstration at the present writing.

In case of failure to reach an understanding with the Soil Conservation Administration, the roadside improvement will be undertaken late next Fall, so as to get the advantage of the winter seeding, under our 1940 regular roadside Federal Aid projects.

Because of the uniform soil conditions, the absence of deep cuts and the lack of rock formations, this area can be entirely seeded. Our former experience has taught us the wisdom of heavier seeding, so with the actual area entirely seeded, the cost should be approximately $350.00 a mile. The former project, because of the high cuts and fills and rocky formations, was only approximately 60% seeded. The cost of grading and rounding the slopes can be estimated from the construction contract. At ten cents a lineal foot for both sides of the roadway as an average, would be an additional $500.00 a mile for the entire highway from the Junction to the State Hospital grounds. As I understood the Associate Landscape Architect, Mr. Gordon, he considered this work, no matter when performed, as a definite part of the entire Roadside Improvement costs. On the basis of these combined costs, the 30% allowable for irrigation equipment should be sufficient when the State Hospital Ash Street Roadside Improvement of approximately $4500.00 is added to the totals above. The former seeding on the first 10 miles West of the State Hospital cost about $2000.00.

I see no reason why the former Roadside Improvement between the Hospital Grounds and the Round-up Grounds as planned by Dave Thompson without irrigation could not also be added to our total roadside improvement costs. It was because of the losses sustained in this first improvement that a suitable irrigation system seemed to be the only practical maintenance method. Under the tank and truck system about 1000 gallons an hour could be supplied. This required the full time of three men and truck equipment. This has been increased to 6000 gallons per hour with the labor of one man, and it represents more nearly the actual requirements in this drought area.

Trusting this information is sufficient for your purposes, I remain

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By George H Otten
George H. Otten
Landscape Engineer

GHO:FF

cc to:

R. H. Baldock
H. G. Smith

RECEIVED
[illegible] 1938
[illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of November 1, 1938, in reply to ours of October 26th relative to submitting a landscape analysis justifying the work proposed for Oregon Federal Aid Project No. 38-C (2), the State Hospital-Ash Street section of the Old Oregon Trail at Pendleton.

We are advised that it is permissible to consider cost of satisfactory landscape work previously completed and proposed landscaping work if in the P.S.& E. stage on the same continuous section of highway, when determining the percentage allowable for water supply system for the combined projects. The distribution system plus the pump, well and pump house should not exceed about 30% of the total project. We are also advised that such projects should comprise but a relatively small percentage of the total landscape program during any fiscal year.

In view of the statements made in your letter, this project is approved. However, it is apparently intended that for future projects the percentage allowable for water supply items should not include cost of proposed future work unless such work is included in the P.S.& E. submitted.

We have been requested to furnish a description of the roadside improvement proposed on the nine-mile section of Project No. 42 extending west of the present improvement on that project, together with the estimated cost and information as to when the work will be done.

It will also be necessary to have your commitment as to the protection of the railroad grade crossing at Sta. 64, in accordance with General Administrative Memorandum No. 63.

Very truly yours,

W. H. LYNCH
District Engineer

By FE Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 2 1938
FOR FILING
32-C-2

December 1, 1938

LEONARD & SLATE
Multnomah
Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2136 which was awarded to you by the State Highway Commission on November 21, covering the Pendleton Roadside Improvement Project on the Old Oregon Trail, in Pendelton, Umatilla, County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

5

FORM 2-A-1 6M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Fa 3-C-2

November 26, 1938

~~Mr. W. C. Williams~~
~~Division Engineer~~
~~La Grande Oregon~~

Dear Sir:

The contract for the State Hospital - Ash Street Unit - Pendleton section, Roadside Improvement Project 38 C (2), has been awarded to Leonard and Slate Contractors.

Mr. H. G. Smith has requested that Resident Engineer, C. G. Slavens, be assigned to this work.

Mr. Leonard, the contractor, has called this office and informs me he is anxious to get started on this construction early next week.

I can be in Pendleton not later than Wednesday morning at which time I could contact Mr. Slavens and go over the work with him.

I expect to be at the Pendleton Hotel Tuesday night.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:FF

cc to:

R. H. Baldock
H. G. Smith

FORM 2-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 29 1938
FOR FILING

November 26th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Mr. C. C. Slavens has been assigned to the State Hospital-Ash Street Landscape Project. Please arrange to have Mr. Slavens take up this work immediately as the contractor is moving in next week.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

November 21, 1938

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

Confirming our wire of this date, the State Highway Commission today awarded you the contract for the State Hospital-Ash Street Unit of the Pendleton Landscaping Project, on the Old Oregon Trail Highway, in Umatilla County.

This award was based on your low bid of $4,144.00, submitted November 17, 1938. Contract forms will be sent to you in a few days for execution.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HC:MBL

got confirmed

M

CONFIRMATION

RECEIVED
1938
STATE ISSION

OF PUBLIC ROADS

RUSH

8010-20 OREGON

PORTLAND OREGON
NOVEMBER 21- 1938

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OREGON

RE WIRE TODAY WE CONCUR IN AWARD CONTRACT ON FEDERAL AID THIRTY EIGHT C TO LEONARD AND SLATE

ANDREWS

RECEIVED

38-C-2

November 16, 1938

Mr. R. W. Schultze
Manager of Sales
Bethlehem Steel Company
Pacific Building
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of November 14th, regarding the use of copper bearing steel or standard merchant steel water pipe on the Pendleton Roadside Improvement Project on the Old Oregon Trail in Umatilla County.

In specifying the use of copper bearing steel pipe for this project, we were influenced by the fact that pipe of this kind has been specified on previous projects, and has been furnished as specified. We are also informed that the copper bearing steel pipe is a competitive product produced by several manufacturers.

We believe that you will agree with us that copper bearing steel water pipe is a more desirable product for the intended use, and, inasmuch as our past experience indicates its availability, you will appreciate our stand in retaining the specification for its use on the above named project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

VOO'N:MR

Bethlehem Steel Company

Portland, Ore.

DISTRICT OFFICE
PACIFIC BUILDING

R. W. SCHULTZE
MANAGER OF SALES

November 14, 1938

Mr. S.H. Probert
Office Engineer
Oregon State Highway Department
Salem, Oregon

Subject: FAP-38-C (2)

Dear Mr. Probert:

I am advised that the Highway Department will take bids this week on the roadside project on the Old Oregon Trail in Umatilla County, which specifies copper bearing water pipe.

I doubt if this material is available in the local markets. It can, of course, be furnished from the Eastern mill, and I am writing to ascertain whether or not the Highway Department would accept regular standard merchant steel pipe on this work.

Very truly yours

Manager of Sales

H

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 38-C-2

RECEIVED
NOV 5 - 1938
STATE HIGHWAY

November 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 38-C (2), the State Hospital-Ash Street section of the Old Oregon Trail, roadside improvement, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. C. Caufield
Highway Engineer

FORM 3-A-T 9M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 1, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In reply to your letter of October 26, 1938, we are accordingly submitting a landscape analysis on the proposed Oregon Federal Aid Project No. 38-C covering the State Hospital, Ash street section, roadside improvement on the Old Oregon Trail at Pendleton.

It is apparent, that if the project is considered as a separate unit, that the irrigation costs might appear excessive, but inasmuch as this project is only a unit of the Stanfield-Pendleton Highway unit, this State Hospital, Ash street section proposal therefore when considered as a part of the whole demonstration project is not entirely out of line.

On the Stanfield Pendleton Hill section, the east unit from engineer's station 705+00 to station 1274+00 or Roadside Improvement project No. 42 was completed by January 1, 1937. From station 239+83.6 to station 705+00 is under consideration for development either by State of Oregon agencies or by a future Federal Aid Roadside Improvement. In addition a Roadside Improvement project 38-C was completed in 1935 along the roadside proper from the State Hospital to Ash Street of which the present requested project is the final unit.

In all the three above mention units, no irrigation system was included. When these units are all completed they will therefore represent a whole project of approximately 16 miles.

As per your letter of instructions of October 18 the project submitted includes under the various headings in alphabetical order as follows:

(a) Landscape grading -(rounded and transition slopes).
Work covering grading and sloping is a part of the proposed project.

(b) Obliteration of old roads and other abandoned highway structures, gravel or borrow pits and the like. The proposed project includes items in this classification.

(c) Topsoiling, improvement of existing soils, or other soil preparation measures necessary for seeding or planting. Topsoiling is a part of the proposed work.

(d) Planting of shade trees - (if and as permitted by local soil, slope, and climatic conditions).
Tree planting is included in the proposed program.

(e) Seeding, or planting of grasses, 'succulents' or other ground covers, as rendered desirable and possible, by existing soil, slope and climatic conditions. (This was covered in the project completed in 1935.

(f) Provision for properly designed rest areas or scenic turnouts if and as rendered desirable by local topography, right of way, and prevailing private land use and traffic conditions.
Under this item the completed plan is designed to create just such an area.

Under the conditions of rainfall the proposed irrigation is of vital necessity. Available water is scarce, not only from a City of Pendleton source of supply as well as from the available supply at the State Hospital Grounds. Adequate size city mains together with sufficient pressure if installed to satisfactorily provide irrigation would prove to be prohibitive in costs. Any waters appropriated from the Umatilla river supply would have to be returned from another irrigation reservoir which again made the proposed well appear as the only practical solution to the problem involved.

In the opinion of the Landscape Engineer, this concentrated development of the rest areas is the most effective means of eradicating the existing unsightly approach to the city of Pendleton.

It is hoped that the project will be considered therefore not as a separate unit but as the terminus of a continuous demonstration project between Stanfield and Pendleton.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of the P.S.& E. papers covering proposed Oregon Federal Aid Project No. 38-C, the State Hospital-Ash Street section, roadside improvement, Old Oregon Trail at Pendleton.

It is apparent that this proposed work is in the nature of a park and includes pump and pumphouse with considerable piping, faucets, etc. On numerous occasions the question of parks as roadside improvement projects has been discussed and requests made that such projects be held to a minimum.

In our letter of September 28, 1937, relative to Oregon F.A.P. 36-C, The Dalles roadside improvement project, we requested that on such projects we should be furnished with supporting evidence in the form of a complete landscape analysis of the project.

In our letter of May 20, 1938, relative to Oregon F.A.P. 147-H (2), Brothers Oasis, we outlined the objectives which the roadside programs should endeavor to meet. This matter was further discussed in our letter of October 18, 1938, setting out certain considerations to be followed in the submission of future projects.

On a relatively small number of projects we believe that a very limited use of water supply items in connection with roadside projects may be considered eligible for Federal participation under certain conditions and requirements. Each project would, of course, be considered on its own merits and the State required to furnish full and satisfactory explanation covering the need for such items as definite part of the record. Expenditures for water supply items should be kept incidental to the total estimated cost of the project, but in any case should not exceed 15% of the total project expenditure.

In the project now submitted it is noted that 78% of the total cost is for such items and only 22% for strictly roadside improvement items. This is out of proportion to the cost of the project, and being inside the city limits of Pendleton where city water is available, the necessary of a pumping plant is questionable.

In view of the questionable necessity and the disproportionate cost of the water supply items, we are very doubtful if this project as submitted will be satisfactory for approval. In any event, it will be necessary for the State to submit a complete landscape analysis justifying this work before the P.S.& E. papers can be submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

38-C-2

October 24, 1938

Mr. W. N. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the State Hospital-Ash Street Section, Project No. FA 38-C (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department   Federal Aid Project No. 38-C(2)

STATE HOSPITAL-ASH STREET SECTION

OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 24, 1938

Roadside Improvement (Sta. 1361+00 to 1395+00)

All Required		Right of Way Clean-up		$ 200.00
50	hours	Ground Leveling	$ 5.00	250.00
All Required		Pump House Complete		600.00
All Required		Irrigation Pump		400.00
120	lin. ft.	3" Galvanized Water Pipe	.75	90.00
260	lin. ft.	2½" Galvanized Water Pipe	.60	156.00
1,900	lin. ft.	2" Galvanized Water Pipe	.45	855.00
1,900	lin. ft.	1½" Galvanized Water Pipe	.40	760.00
1,900	lin. ft.	1¼" Galvanized Water Pipe	.35	665.00
50	only	3/4" Hose Valves	.75	37.50
10	only	½" Drain Valves	1.50	15.00
1	only	30" Valve Key	1.00	1.00
5	only	50' Lengths of 3/4" Hose	7.00	35.00
6	only	Robinia pseudoacacia	2.00	12.00
4	only	Ailanthus glandulosa	2.00	8.00
8	only	Gleditsia triacanthos	2.00	16.00
2	only	Juglans nigra	2.50	5.00
110	only	Populus nigra italica	2.00	220.00
100	only	Transplanting Native Willows	.50	50.00
110	cu. yds.	Borrowed Topsoil	1.00	110.00
15	bales	Peat Moss	6.00	90.00
1	ton	Commercial Tankage	70.00	70.00
			Subtotal	$ 4,645
			10% Engr. & Cont.	464
			Total	$ 5,109

Length	0.577 mile
Cost per mile	$ 8,854

Federal Aid Funds Requested- -	$ 3,120
State Funds- -	1,989
	$ 5,109

CONTRACT # 2137

1-1004 Grant County Line-Unity Sec., 1938
John Day Hwy.
#2137

2137

1-1004

September 28, 1939

United States Fidelity & Guaranty Company,
McCollister & Campbell, Agents,
300 Central Building,
Seattle, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2137, for the construction of the Grant County Line-Unity Section of the John Day Highway in Baker County, has been completed by the contractors, Bebler Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $48,190.80, including the final payment. Of this amount $177.19 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1-1004

September 12, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Babler Brothers on Contract No. 2157, for the construction of the Grant County Line-Unity Section of the John Day Highway in Baker County. This payment will be made on or after September 22, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—5M—7-38

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug.26,1939, 193

Section Grant Co. Line - Unity

Kind of work Surf. and Oil

Highway John Day

Section prefix 1 - 1004

Contractor Babler Brothers

Contract number 2137

Date of contract Dec.19,1938, 193

Date of completion July 31,1939, 193

Date work started Dec.30,1938, 193

Estimated date of completion Aug.31,1939, 193

Amount of contract $ 46,358.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 46,358.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 2300, 5 %

Date project was completed -, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished all crushing and 0-30 mat on Thursday of this week. The prime on the water bound macadam (202.89 - 207) was very tender and has a few torn places which will be hand patched next week before the dust is placed. The final dusting (¼ - 0) will be on by next Tuesday and a blade will remain here for maintainence. The plant crew are tearing down the bunkers and removing the machinery. All work should be completed by the 31st.

NOTED

NOTED
RAY WEBBER

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		10.63		10.63	
Miles partially completed				10.63	
Miles completed		10.63			
Total estimated quantities		30,000	3,000	2,000	
Estimated quantities moved or placed to date		29,900	3,000	1,700	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				30	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Form 320 COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	25				7		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Trucks 8, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form 338—5M—7-38

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 19, 1939

Section [illegible]

Kind of work Surf. and Oiling

Highway John Day

Section prefix 1-1004

Contractor Baker Bro.

Contract number 2137

Date of contract Dec. 19, 1938

Date of completion June 31, 1939

Date work started Dec. 30, 1938

Estimated date of completion Aug 31, 1939

Amount of contract $ [illegible]

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $26,358.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 180 ; 12 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crusher completed 4-2" base yesterday and [illegible] [illegible] this A.M. Oiling crew [illegible]. Power broom at work now (M.P. 207-213.5) will patch tomorrow and start tack between M.P. 202.?? - 207 [illegible] [illegible]

NOTED
RAY WEBBER

Signed Dean Swift V.F.E.

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		10.63		10.63	
Miles partially completed				6.52	
Miles completed		10.62		00	
Total estimated quantities		[illegible]	3000	2000	
Estimated quantities moved or placed to date		[illegible]	[illegible]		
Average daily quantities		700			
Average daily quantities necessary to complete project on time		unable to complete			
Number shifts per day		2			
Hours per shift		7			
Average force on project for week		30			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Force 30 COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	23				7		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1,

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., Trucks 8 1 Paver

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

2137

RECEIVED
JUL 13 1939
FOR FILING

1-100

July 7, 1939

Babler Bros.
1636 S. E. 6th Street
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of July 5, requesting an extension of time to September 15, 1939, on your contract, No. 2137, Grant County Line-Unity Section, in Baker County.

You are advised that before your application can be presented to the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract. Please secure such consent of surety and forward it to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:HML

cc - W. C. Williams

FORM 9-M-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 16 1939
FOR FILING

RECEIVED
MAR 16 1939
OREGON
STATE HIGHWAY COMMISSION

March 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

1-1004

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Babler Brothers have cancelled the insurance policy which was filed with the State of Oregon On January 18, 1939 covering the Grant County Line-Unity section, contract No. 2137, PWA docket No. 1573-F.

I am enclosing herewith three copies of certificate of insurance with the United States Guarantee Company which is to replace the insurance policy which was canceled.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA
enc.

cc R. H. Baldock

RECEIVED
MAR 1

FORM 8-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 13 1939
FOR

RECEIVED
FEB 13 19
STATE HIGHWAY COMMISSION

February 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.
6486

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. W. F. Collins, Right of Way Agent

Dear Sir:

With reference to lease for road materials from Wilson Whited, Unity, Oregon for securing of gravel materials to be used on the Grant County Line-Unity resurfacing and oiling project:

It is anticipated that all work on this project will be completed during the coming summer, but in order to be entirely clear in the matter, I would suggest that the length of time of the lease be set at two years. In the event that this causes any difficulty, a one year lease would probably suffice.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓
H. G. Smith
J. M. Devers

RECEIVED
FEB 11 1939
FOR FILING

February 10, 1939

BABLER BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2137 which was awarded to you by the State Highway Commission on December 19, 1938, covering the surfacing and oiling of the Grant County Line-Unity Section of the John Day Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] JAN 30 1939 FOR FILING

January 28th, 1939

Mr. W. M. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
State Highway Engineer

Attention: Mr. Davis.

Dear Sir:

Will you please substitute the attached order to Babler Bros., contractors, for the closing down of work on the Grant County Line-Unity Section, for the one recently submitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 5M 9-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

JAN 25 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 24th, 1939

Babler Bros., Contractors
1636 S. E. Sixth Avenue
Portland, Oregon

Dear Sirs:

This is your authority to suspend operations on account of the deep snow which now covers the quarry site and highway on the Grant County Line-Unity Section of the John Day Highway, Baker County, Contract No. 2137, F.A.P. 1373-F.

You will be expected to resume operations as soon as the weather conditions permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. C. Williams
Bureau of Public Roads

FORM 5-B-4 2M 12-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 25 1939
FOR FILING

January 24, 1939

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to Mr. Williams' letter of January 20 concerning the shut down order for Babler Brothers' contract on the Grant County Line-Unity Section. The Public Works Administration's rules require that work be continuously carried on; and I would suggest that before Babler Brothers be given a shut down order that the matter be taken up with the Bureau of Public Roads' representative and their prior approval received. It is possible that a shut down of this job would jeopardize the grant payments on the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

FORM 3-13-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 23 1939
FOR FILING

January 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to the request of Babler Brothers for permission to shut down work on the Grant County Line-Unity PWA surfacing and oiling project:

Investigation reveals that there is very little that could be accomplished during the winter months as this section is located in a mountainous area where the winter climate is severe. They could perform no road work or crushing now. The only work they could be carrying on would be the erection of a crushing plant and even this would be more difficult than during more favorable weather.

I recommend that Babler Brothers be given a shut down order until approximately April 1, at which time work should be resumed and prosecuted to completion.

I enclose the letter of request from Babler Brothers for the shut down permit.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

✓cc R. H. Baldock
G. S. Paxson.

FORM 8-A-1 5M 9-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 17 1939
FOR FILING

Jan. 16,1939.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith letter from Babler Bros. requesting a shut down order on their Grant County Line-Unity project on the John Day Highway in Baker County, until weather conditions are such that they can operate.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R. H. Baldock

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Baker, Ore.
Dec.30,1938

Mr. W.M.Lynch, Dist. Engr.
U.S.Bureau of Public Roads
Portland, Oregon.

Dear Sir:

Work started this date (Dec.30th) on Grant County Line - Unity section, P.W.A.Docket No. 1373-F, Contract No.2137.

Very truly yours,

Dean Swift
Resident Engr.

cc Mr. R.H.Baldock
Mr. H.G.Smith
Mr.S.H.Probert
Mr. W.C.Williams

NOTED
C. B. McCullough

2137

RECEIVED

December 23, 1938

Babler Bros.
1636 S. E. 6th Ave.
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2137 which was awarded to you on December 19, 1938, covering surfacing and oiling on the Grant County Line-Unity Section of the John Day Highway, in Baker County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 24 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

cc - Mr. W. A. Reeves

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

CC

11-0 CC

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Grant County Line-Unity Section
Docket No. Oregon 1373-F, Unit F

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

ORM

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Grant County Line-Unity Section of the John Day Highway in Baker County, Docket Number Oregon 1373-F, Unit F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 16, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 16, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE GRANT COUNTY LINE-UNITY SECTION OF THE JOHN DAY HIGHWAY IN BAKER COUNTY, DOCKET NUMBER OREGON 1373-F, UNIT F

WHEREAS, bids received for the construction of the Grant County Line-Unity Section of the John Day Highway in Baker County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Babler Brothers, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Grant County Line-Unity Section of the John Day Highway in Baker County be and the same is hereby awarded to Babler Brothers, contractor, in the amount of Forty-six Thousand Five Hundred Thirty-eight Dollars ($46,538.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

RECEIVED
DEC 22 1938
FOR FILING

1-1024

December 21, 1938

Babler Bros.
1636 S. E. 6th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on December 19, 1938, awarded you the contract for 10.63 miles surfacing and oiling and for furnishing 3,000 cu. yds. crushed rock in stock piles on the Grant County Line-Unity Section of the John Day Highway, in Baker County. This award was based on your low bid of $46,338 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 5th, 1938

[illegible]

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the Grant County Line-Baker-Unity Junction Section of the John Day Highway.

We are using laminated rock on the Beatty-Bly Mountain Section of the Klamath Falls-Lakeview Highway with satisfactory results. I think it is very unusual when the laminations are too fine for choked stone macadam, and I doubt very much if the quarry on this job is of that fineness if I remember the location of the quarry which you have in mind.

Please write the specifications, therefore, for choked stone macadam.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

OTED
ate Highway Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-M-1 8M 8-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

November 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]
[illegible]
[illegible]

1-1004

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have been delayed in submitting plans and special provisions for the Grant County Line-Baker-Unity Junction Section of the John Day Highway while prospecting for surfacing materials. We now are about ready to submit the necessary plans.

We can find gravel on the east end of the project, but there is no gravel available on the west end and it will be necessary to crush rock for the surface on that end. All the rock quarries in that locality contain laminated rock and the laminations are quite thin, the maximum thickness being about three inches. I question very much if it would be possible to crush this rock for a choked stone macadam, as the rock will fracture too small. About the only solution I would see would be to use crusher run material, probably three inches to nothing, for the base surfacing and on this base would be added only sufficient fine materials to make a smooth surface on which to construct the oil mat.

Will you please advise me at your early convenience if this will be satisfactory or whether you think we should attempt to construct a choked stone base?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

CC R. H. Baldock ✓

CONTRACT# 2138

6-1205 Coquille Section of Oregon Coast
& Coos Bay-Roseburg Highways

2138

R.H. Baldock

NOTED
State Highway Engineer

Final Cost Analysis-June 9, 1939
Coquille Rock Production Project
Oregon Coast and Coos Bay-Roseburg Highways in Coos County
Contract 2138 Prefix 6-1205
O. C. Yocom, Contractor V. H. Coffey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Cr. Mat'l in S.P. 3/4"-½"	$7,328.14	2,849.6 cu. yd.	2.57	2.42	$6,896.03
" " " " ½" - ¼"	8,139.50	3,165.1 " "	2.57	2.42	7,659.54
" " " " ¼"-1/8"	4,135.20	1,608.0 " "	2.57	2.41	3,875.28
Haul Adjustment in State's Favor		1,227.64 yd. mi.		0.10	- 122.76
Purchase Screen Rejections	122.98	491.9 cu. yd.	0.25	0.25	122.98
Haul Screen Rejections	488.33	7,688.4 yd. mi.	0.064	0.10	768.84
	$20,214.15				$19,199.91

Total Cost	$20,214.15
Gross Revenue	19,199.91
Net Loss	$1,014.24

Net Loss Equals 5.28% of Gross Revenue

Contract 2138

Details of Cost

Labor:		
Supervision	$852.90	
Labor	5,957.82	
State Industrial Accident	340.54	
Unemployment Compensation	204.32	
Old Age Benefit	68.11	
		$7,423.69
Miscellaneous:		
Equipment Rental	$4,332.05	
Hired Trucks	2,361.45	
Gas, Oil and Grease	3,855.91	
Repairs	547.00	
Misc. & Overhead Expense	1,173.84	
Insurance	136.21	
Home Office Expense	192.00	
Bond	192.00	
		12,790.46
Total Cost		$20,214.15

Contract 2138

Crushing Costs

Item	Cost	Quantity	Unit Cost
Move In and Set Up	$1,934.72	8,115 cu. yd.	0.2384
Load Bar Material	1,755.49	" " "	0.2163
Haul from Bar to Plant	2,184.38	" " "	0.2692
Haul Rejects to Stockpiles	728.12	" " "	0.0897
Plant Operation	5,064.26	" " "	0.6241
Haul Plant to Stockpiles (15 mi. av.)	8,030.82	" " "	0.9896
Stockpile Labor	516.36	" " "	0.0640
	$20,214.15	8,115 cu. yd.	$2.4913

Contract 2138

REMARKS:

This is a P.W.A. project and consists of furnishing approximately 7,400 cu. yd. of crushed gravel in stockpiles on the Oregon Coast and Coos Bay-Roseburg Highways in Coos County. The contract was bid and awarded December 19, 1938; work was started as specified in the contract on December 30, and completed May 15, 1939.

The contractor spent a month prospecting gravel sites and selected a county-owned bar on the South Fork of the Coquille River and 5.7 miles east of the Hoffman Bridge which is located at M.P. 12.13 on the Coos Bay-Roseburg Highway. This material was made available to the contractor without cost or royalty.

On February 4, 1939 work was started by leveling a plant site, building a haul road and transferring the plant from a previous site about one mile distant. Plant erection was completed March 4, having required four weeks' time.

Crushing operations started March 4, and were finished May 15. Bar material was loaded by a ½ cu. yd. speeder shovel with a dragline bucket and hauled about 300 feet to the plant by one heavy and two light trucks. The shovel handled about 28,000 cu. yd. of material in 402 hours at an average of 70 cu. yd. per hour. 1" - 0 Material was scalped by means of a screen and bunker, and hauled to a pile by a light truck. This reject amounted to about 20,000 cu. yd. or 70% of the bar material. This excess of fines greatly increased crushing costs. The crushing plant was a portable Austin-Western type and an additional three deck screen mounted on a bunker. At this screen the crushed material was washed and 1/8 - 0 screen rejections sluiced off with water furnished by a small Jaeger pump. The plant was powered by a 100 h.p. diesel engine, the scalping screen by a Pontiac engine and the grading screen by a Fordson engine. The plant produced 7,622 cu. yd. of crushed material and 492 cu. yd. of 1/8 - 0 screen rejections in 400 hours operating time at an average of 19 cu. yd. per hour. The plant operated 7 weeks at one 8-hour shift per day and three weeks at two 7-hour shifts per day and finished within the specified time. Hired light trucks hauled crushed material to stockpiles. 8115 Cu. yd. were hauled an average distance of 15 miles, and the haul amounted to approximately 126,000 yd. mi. Two or three men were used at the stockpiles to dump trucks and to level the piles.

The loss on this job was due to the high percentage of fines in the bar material as all work was carried out in an efficient and economical manner.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JUN 7 - 1939
FOR FILING
6-1205

June 6, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Turner

Gentlemen:

Reference is made to your letter of June 5, concerning the O. C. Yocom contract, No. 2138, Coquille Section, Coos County.

You are advised that this contract was completed May 15, 1939. Final payment will be made within the next ten days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
JUN 6 - 19
STA

June 5, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: O. C. Yocom - Contract 2138

According to our records this contract was scheduled for completion the latter part of May. Will you, therefore, furnish us with a progress report giving completion and acceptance dates if the work has been finished?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

RER:GC

FRANK J. TURNER
Division Credit Manager

Completed May 15 -
Final payment within next 10 days.

#2138

RECEIVED
JUN 2 - 1939

L-19

June 2, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2138, for the construction of the Coquille Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County, has been completed by the contractor, O. C. Yocom, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 12, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,199.96, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

Form [illegible]—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 20, 1939

Section Coquille Rock Production Project

Kind of work Furn. Crushed Gravel in Stockpile

Highway Oregon Coast & Coos Bay-Roseburg

Section prefix 6-1205

Contractor O. C. Yocom

Contract number 2138

Date of contract December 19, 1938

Date of completion May 15, 1939

Date work started December 30, 1938

Estimated date of completion May 15, 1939

Amount of contract $ 17,892.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 18,430.85

Per cent of contract completed, based on total contract price 103 %

Engineering cost to date, $ 1,054.43, 6 %

Date project was completed May 15, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

NOTED
RAY WEBBER

10 trucks hauled screen rejections 8 hours on Sunday and two hours on Monday to complete the contract.

This contract completed May 15,1939

Semi-Final sent to the Division Office on May 20,1939

NOTED
H. W. [illegible]

Signed V H Co[illegible]

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			36.0		
Miles partially completed			36.0		
Miles completed			36.0		
Total estimated quantities			7,400. C.Y.		
Estimated quantities moved or placed to date			7,622.7		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons	9						9
Men and trucks over 3 tons	1						1
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Showers		
Saturday	Cloudy		

RECEIVED
MAY 10 1939
FOR FILING
6-1205

May 9th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. F. E. Andrews.

Dear Sir:

In answer to your letter regarding the 3/4" - 1/2" crushed material on Oregon PWS 1374-F, Unit A Coquille Rock Production project, I beg to advise that this material is suitable for its intended use although it contains twenty-five percent of unfractured material.

We used all the available material on the river bar from which to manufacture this material, and had we retained the 1-inch scalping size as originally contemplated, we would merely have run out of material and could not have produced the requisite amount. It is estimated that the contractor screened 28,000 yards of material to secure sufficient aggregate from which to manufacture his product.

Gravel in the Coquille area is very scarce, and the only practical solution to the matter is to make the best use of the material available. It was of no particular moment to the contractor whether he scalped over an inch or 3/4-inch screen, but it was of considerable moment to the State Highway Department that they obtain the full 7,400 yards; and therefore, we took the only practical means to obtain that amount of material.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 4, 1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon PWS 1374-F, Unit A
Coquille Rock Production

Dear Sir:

On April 27 we replied to your letter of April 12 indicating approval of the use of a 3/4" scalping screen with the understanding that this would permit the production of satisfactory crushed material.

We are in receipt of a Laboratory Report dated May 2 covering 3/4" - 1/2" crushed material from this project which indicates that 25% of the material is unfractured.

Your letter of April 12 states in part, "While the 3/4" square screen will still permit a crushed product in all sizes, I do not believe it will be of any material advantage to the contractor, but wouldrecommend that we grant his request."

The test indicates that the material being produced does not comply with the project specifications, which call for crushed material, there being no tolerance stated for unfractured material.

Is the material being produced suitable for its intended use?

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

H. G. [illegible] —

8

RECEIVED
APR 28 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

6-12

April 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Docket No. Oregon PWS 1374-F
Unit A - Coquille Rock Production

Dear Sir:

In reference to your letter of April 12 and Mr. Probert's telephone conversation of April 26 regarding size of scalping screen used on the above-named project, your letter states that the contractor is using a 1" round screen, where the specifications provide that 1" square screen shall be used.

In our telephone conversation, we indicated that we would approve a change in the specifications substituting a 3/4" square scalping screen for the 1" round screen now in use by the contractor, with the understanding that this would permit the production of satisfactory crushed material.

We suggested in our telephone conversation that in all cases on docket projects where contractors were producing satisfactory material which, however, does not meet fully the written specifications as to size, that a formal agreement should have been prepared for the contractor's approval, showing reason for changes and emphasizing the fact that the material produced meets more fully the requirements of the proposed use than the sizes previously specified. (See your letter of February 7 regarding Lebanon-Foster, Rock Production.)

Very truly yours,

W. H. LYNCH,
District Engineer

By A. F. Morris
A. F. Morris,
Highway Engineer

#2138

RECEIVED
MAY 12 1939
FOR FILING

6-1205

April 27, 1939

The United States National
Bank of Portland,
McMinnville Branch
McMinnville, Oregon

Gentlemen:

This is to acknowledge receipt of the third copy of the assignment given you by O. C. Yocom covering all monies due or to become due Mr. Yocom, beginning with Estimate No. 3, in connection with his contract No. 2138 for the furnishing of crushed rock, in stock piles, on the Coquille Section of the Oregon Coast and Coos Bay-Roseburg Highways. Your courtesy in forwarding this third copy is very much appreciated.

Yours very truly,

HBG:MC

Secretary

April 26, 1939

U. S. NATIONAL BANK OF PORTLAND
McMinnville Branch
McMinnville, Oregon

Gentlemen:

This is to acknowledge receipt of assignment of claim form executed by Mr. O. C. Yocom, according to which all moneys due or to become due, beginning with Estimate No. 3, in connection with his contract No. 2138, will be assigned to the United States National Bank of Portland, McMinnville Branch.

You are advised that we will endeavor to have the warrants covering further payments on this contract drawn as outlined in the assignment and mailed to you as soon as written consent of the surety on the bond furnished in connection with this contract has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - O. C. Yocom
Willamina, Oregon

RECEIVED
APR 27 1939
OREGON
STATE HIGHWAY COMMISSION

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

April 26, 1939

State Highway Department
Salem, Oregon

Gentlemen:

We recently enclosed two copies of assignments from O. C. Yocom to the United States National Bank of Portland, McMinnville Branch, covering Estimate 3 on Contract 2138.

On referring to our records, we find that three copies should have been forwarded. We are accordingly enclosing an additional copy.

Very truly yours,

Manager

LHB:RC

#2138

RECEIVED
APR 28 1939
FOR FILING

6-1205.

April 26, 1939

Mr. O. C. Yocom
Willamina, Oregon

Dear Mr. Yocom:

In accordance with your request of April 25, we will mail the warrant covering your Estimate No. 2, on the Coquille Rock Production Project, to the United States National Bank of Portland, McMinnville Branch, McMinnville, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

cc - U.S.National Bank of Portland,
McMinnville Branch
McMinnville, Oregon

THE UNITED STATES NATIONAL BANK OF PORTLAND

McMINNVILLE BRANCH
McMINNVILLE, OREGON

April 25, 1939

RECEIVED
APR 26 1939
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. McFarland

Gentlemen:

Confirming our conversation of yesterday, please mail check covering estimate No. 2 on the Coquille rock production job direct to the United States National Bank of Portland, McMinnville Branch.

Very truly yours,

O. C. Yocom

OCY:RC

noted aaw 4/26

NOTED APR 26 39
CARL F. SMITH
AUDITOR

6-1205

April 12, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

I am advised that Mr. Yocom is having a very difficult time securing material for the Coquille Rock Production job, Oregon PWA 1374-F(A).

It seems that material is screened over an inch round and only 25% of the material of the bar is retained. The bar is finer than we anticipated. In other words, for every 600 yards taken from the bar, 150 yards is available for crushing. Mr. Yocom seeks the privilege of substituting a 3/4" square screen for the 1" round screen. While the 3/4" square screen will still permit a crushed product in all sizes, I do not believe it will be of any material advantage to the contractor, but would recommend that we grant his request.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. E. G. Smith
Mr. S. H. Probert
Mr. K. D. Lytle

[illegible] 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 11, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Mr. Yocom is having a very difficult time securing material for the Coquille Rock Production Job, and has asked if we would permit him to reject on a 3/4" square screen instead of the 1" round as specified in the contract.

Working under the present specification, Mr. Yocom takes approximately 600 yards off the bar from which he is only able to secure about 150 yards of material for crushing.

I do not believe any one realized the material in the bar ran so much to fines. If the 3/4" square screen were used, it would still give us the crushed product in all sizes.

Will you please advise if it would be permissible to make this change in the specifications.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

RECEIVED
FEB 9 1939
FOR FILING

February 8, 1939

Mr. O. C. Yocom
Willamina
Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2138 which was awarded to you on December 19, 1938, by the State Highway Commission, for the Coquille Rock Production Project on the Oregon Coast and Coos Bay-Roseburg Highways, in Coos County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 9-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 20 1939
FOR FILING

JAN 20 [illegible]

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 19, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: C. S. Paxson

Coquille Rock Production Project
PWA Docket No. 1374F - Unit A

Dear Sir:

O. C. Yocom, contractor on the above project, intends to subcontract the hauling.

Will you please send three copies each of HD form 7-1 and subcontractor's non-collusion affidavit to him at Willamina. We are mailing subcontract forms from this office.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Probert
Baldock ✓

FORM S-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 14 1939
FOR FILING

RECEIVED
JAN 13 1939
OREGON
STATE HIGHWAY COMMISSION

North Bend
Dec. 31, 1938

NOTED
Asst. State Highway Engineer

W.H.Lynch, Dist. Engr.
Bureau of Public Roads,
Post Office Box 3900
Portland, Oregon.

Dear Sir:

The following is a monthly report for the Month of December 1938 showing the value of completed work.

Project-Coquille Rock Production

P.W.A. Docket No.1374 Unit "A" Contract No. 2138

1. Value of work completed by the contractor during the calendar month.----$25.00

2. Value of contractor's work during preceding months.----None

3. Total of all work completed to-date of report by the contractor----$25.00

4. Engineering cost during calendar month.-----$10.00

5. Engineering costs during previous months----None

6. Total engineering costs to-date of report.-----$10.00

cc.R.H.Baldock
S.H.Probert

Very truly yours,

V.H.Coffey
Res. Engr.

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 7 - 1939
OREGON
STATE HIGHWAY COMM.

Jan. 6, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Re: Coquille Rock Production Project
Docket No. Oregon 1374-F Unit C

Dear Sir:

Enclosed are ~~two~~ three copies each of Certificates of Proof of insurance from the State Industrial Accident Commission and the United States Fidelity and Guarantee Company.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓
O. C. Yocum - Willamina

FORM 5-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 6 - 1939
OREGON STATE HIGHWAY COMMISSION

Jan. 5, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: S. H. Probert

Dear Sir:

We are enclosing the original of O. C. Yocom's Public Liability & Property Damage Policy No. 64699 with the United States Fidelity Guaranty Company. This is in connection with his contract on the Coquille Rock Production Project, Contract No. 2138.

We are in receipt of correspondence from Mr. Yocom indicating that Certificates of Proof of insurance were requested from the United State Fidelity Guaranty Company and the State Industrial Accident Commission on December 29, 1938. Upon receipt of these Certificates, they will be forwarded to your office.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

Encs
RBS:O

cc: Baldock

2138

December 23, 1938

Mr. O. C. Yocom

Willamina, Oregon

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2138 which was awarded to you on December 19, 1938, for the Coquille Rock Production Project on the Oregon Coast and Coos Bay-Roseburg Highways, in Coos County.

Will you please execute all four copies of this contract as to agreement and bond. When thishas been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision of the contract on Page 12 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HBG:AM

cc - Mr. W. A. Reeves

CC (11-2.) CC

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 24 1939
FOR FI

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Coquille Section
Docket No. Oregon 1374-F, Unit A

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Coquille Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County, Docket Number Oregon 1374-F, Unit A," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 19, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 19, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE COQUILLE SECTION OF THE OREGON COAST AND COOS BAY-ROSEBURG HIGHWAYS IN COOS COUNTY, DOCKET NUMBER OREGON 1374-F, UNIT A

WHEREAS, bids received for the construction of the Coquille Section of the Oregon Coast and Coos Bay-Roseburg Highways in Coos County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by O. C. Yocom, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Coquille Section of the Oregon Coast and Coos Bay Highways in Coos County be and the same is hereby awarded to O. C. Yocom, contractor, in the amount of Seventeen Thousand Eight Hundred Ninety-two Dollars ($ 17,892.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

RECEIVED
DEC 22 1938
FOR FILING

December 21, 1938

Mr. O. G. Yocom

Willamina, Oregon

Dear Sir:

The State Highway Commission on December 19, 1938, awarded you the contract for furnishing crushed gravel or crushed rock in stock piles on the Coquille Section of the Oregon Coast and Coos Bay-Roseburg Highways, in Coos County. This award was based on your low bid of $17,892.30 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM 5-A-1 10M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 26 1938
FOR FILING
Coquille
Projects
Rock Production

6-1205

Oct. 21, 1938

RECEIVED
OCT 24 1938
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending herewith, in duplicate, the following records pertaining to the Coquille Rock Production Project, Unit A of the Southern Oregon Rock Production Project:

- Special Provisions
- Estimate of Cost
- Computation of Quantities
- Statement of Material Sources
- Letter from Coos County granting right to use gravel bar
- Sketch Map showing location of County gravel bar

No clearing, grading or fencing of stock pile sites has been included in the specifications for the reason that all sites are now owned by the State and have been graded, cleared and fenced.

I have included in the estimate $500.00 for the purchase of rejections but this will, of course, be contingent upon the contractor using the County gravel bar. If a private source is used, it is doubtful if it would be located where we would be justified in buying the rejections. I have not required the contractor to use the County bar as I thought it would not be quite fair to the local man to shut his bar out entirely.

Prices used in my estimate are based upon quotations under which we purchased gravel for this section last spring.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G
encs

cc: Baldock

CONTRACT# [redacted] 2139

FA 190-J-1 Bear Canyon-State Line Sec., 1938
South Unit, Pacific Hwy.
#2139

R.H. Baldock

190-[illegible]-1

March 7th, 1940

NOTED
State Highway Engineer

FINAL COST ANALYSIS

South Unit, Bear Canyon-State Line Section
Pacific Highway in Jackson County
Contract 2139 Prefix 15-1121
Harold Blake, Contractor P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$810.15	100%			$1,000.00
Trench Excavation	969.51	1,423.1 cu. yd.	0.681	0.75	1,067.33
Excavation North of Sta. 840	20,185.64	113,706.5 " "	0.178	0.21	23,878.37
" South " " "	28,967.18	110,571.8 " "	0.262	0.29	32,065.82
Overhaul	2,043.88	185,426.0 yd. sta.	0.011	0.005	927.13
Truck Haul	6,031.44	37,221.2 yd. mi.	0.162	0.10	3,722.12
Finishing Roadbed & Slopes	395.96	0.9 Mi.	439.96	400.00	360.00
Rounding Cutbanks	354.72	4,056 lin. ft.	0.088	0.08	324.48
9" Perf. Corr. Iron Pipe	715.46	985 " "	0.726	0.75	738.75
18" Corr. Iron Pipe	147.89	102 " "	1.450	1.40	142.80
18" Concrete Pipe	279.84	126 " "	2.221	2.00	252.00
24" Concrete Pipe, XSTR	552.72	201 " "	2.750	2.50	502.50
Rock Backfill in Drains	321.15	109 cu. yd.	2.946	2.75	299.75
Class "D" Concrete	5,250.64	248.09 cu. yd.	21.164	22.00	5,457.98
Metal Reinforcement	1,717.97	39,157 lbs.	0.044	0.05	1,957.85
E.W.O. #1 Extra Clearing	109.22				109.22
P.A. #1 Cement Adjustment	________	29.25 Bbl.		2.95	- 86.29
	$68,853.37				$72,719.81

Gross Revenue	$72,719.81
Total Cost	68,853.37
Net Profit	$3,866.44

Net Profit Equals 5.32% of Gross Revenue

Contract 2139

Details of Cost

Labor:

Supervision		$2,850.77	
Labor		19,805.55	
State Industrial Accident	6½% of P/R	1,472.66	
Unemployment Compensation	3% of P/R	679.69	
Old Age Benefit	1% of P/R	226.56	
			$25,035.23

Materials:

9" Perf. Corr. Iron Pipe	985	lin. ft.	at $0.53	$522.05	
9" " " Bands	50		" 0.81	40.50	
18" Corr. Iron Pipe	102	lin. ft.	" 0.97	98.94	
18" " " Bands	6		" 1.55	9.30	
18" Concrete Pipe	126	lin. ft.	" 1.15	144.90	
24" " " XSTR	201	" "	" 1.60	321.60	
Rock for Backfill	109	cu. yd.	" 2.75	299.75	
Cement	423.51	bbl.	" 2.95	1,249.35	
Concrete Aggregate	310.1	cu. yd.	" 2.20	682.25	
Form Lumber for Culverts				450.00	
Metal Reinforcement	39,157	lbs.	" 0.0305	1,194.29	
					5,012.93

Miscellaneous:

Equipment Rental (Incl. Repairs)	$20,765.45	
Gas, Oil and Grease	4,666.80	
Move In	1,349.64	
Explosives	7,200.00	
Drilling Supplies	550.00	
Small Tools & Miscellaneous Expenses	300.00	
Home Office & Overhead Expense	3,246.12	
Bond	727.20	
		38,805.21
Total Cost		$68,853.37

Contract 2139

REMARKS:

This was a Regular Federal Aid Project and consisted of the construction of 0.9 mile of highway roadbed. The project was bid and awarded December 19th, 1938. Work was started March 20th, 1939 and completed September 30th, 1939. This contract was done concurrently with an adjacent section, Contract 2118.

Clearing and grubbing was light and consisted mostly of scrub trees and brush.

Excavation north of Station 840 was entirely common material. Excavation south of Sta. 840 was confined to two rock cuts. Considerable material in these cuts was loosened with a ripper. Solid material was drilled and shot and loaded by a 2½-yard semi-diesel shovel. Hauling was done with 6-yard trucks and 8-yard LeTourneau buggies. Common material was excavated and hauled in 12-yard LeTourneau carryalls drawn by D-8 cats. A 10-ton 3-wheel roller was used to compact fills.

Box culverts were efficiently constructed so that a profit was made on Class "D" concrete and metal reinforcement.

A profit was realized on this job through capable supervision and a good choice of equipment, kept in repair and skillfully operated.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
FEB 6 1940
FOR FILING

190-7-1

#2139

February 5, 1940

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2139, for the construction of the South Unit, Bear Canyon Section of the Pacific Highway in Jackson County has been completed by the contractors, Harold Blake Estate, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 15, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $72,654.21, including the final payment. Of this amount $109.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 5 1940

192-8-1

N. & S. Unit,
Bear Canyon - State Line

February 3, 1940

Harold Blake Estate
400 N. Thompson Street
Portland, Oregon

Attention: Mr. Frank Pensnecker

Dear Sir:

We are pleased to inform you that the final voucher for Contract No. 2139 is being mailed to you today for signature. The voucher for Contract No. 2118 will be mailed to you in the early part of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

REC
FF

HAROLD BLAKE ESTATE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

February 2, 1940

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Probert, Office Engineer

Dear Sir:

We finished Contract Nos. 2118-2139 for the highway department at Bear Canyon, in Jackson County, September 30, 1939.

We have not to date received the final estimates on these jobs, and this delay is working a distinct hardship on us in the settlement of Harold Blake's Estate.

Would you kindly make every effort to have these final estimates and moneys sent us in the very near future.

Yours very truly,

HAROLD BLAKE ESTATE

By Frank Penepacker
Frank Penepacker

FP:c
cc:J.C. Compton

Hester
Write re status
of payment

#2139

FA 190-B-1

December 11, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Estate of Harold Blake in connection with Contract No. 2139, South Unit, Bear Canyon-State Line Section of the Pacific Highway in Jackson County. This payment will be made on or after December 21, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-30

190-J-1

EGON STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 30, 1939

Section South Unit Bear Canyon- State Line

Kind of work Gradming

Highway Pacific

Section prefix 15-1121 F A 190 J (1)

Contractor Harold Blake

Contract number 2139

Date of contract Dec. 19, 1938

Date of completion Oct. 31, 1939

Date work started March 20, 1939

Estimated date of completion ..., 193..

Amount of contract $80322.00

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 74,500.00

Per cent of contract completed, based on total contract price ... %

Engineering cost to date, $ 3200, 4.3 %

Date project was completed Sept.30, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked Hand labor crew 1-8hr. shift a day 5 days on finishing work and completed the job Sept. 30

NOTED

H. G. SMITH

NOTED
RAY W

P P Whitmore

Signed P. P. Whitmore Resident Engineer

Address Ashland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.9				
Miles partially completed	0.9				
Miles completed					
Total estimated quantities	220000				
Estimated quantities moved or placed to date	220000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	10				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	9					1	10
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT

RECEIVED

190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon FAP 190-J (1)
Bear Canyon-State Line Sec.
Pacific Highway

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iw

A4pr 39020

Form P. R. 2

State Oregon

Federal Aid Project No. 190-J(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 17th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section J(1) of said project which were recommended for approval by the United States District Engineer on the 1st day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred sixty-three thousand, eight hundred twenty and 00/100 dollars ($163,820.00) as the share of the United States payable under said act on account of Section J(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

96

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 695+00 in the NE 1/4, Sec. 4, T. 41 S., R. 2 E., W. M., the south end of Section I of said project, and survey station 863+71 at the California State Line in Sec. 17, T. 41 S., R. 2 E., W. M.

, length 3.194 miles, in Jackson County, being Section I(1) of Oregon Federal Aid project No. 190, consisting of 3.194 miles of roadway and no bridges, of more than 20 feet clear span. ~~of miles in length~~

RECEIVED
MAY 17 1939

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CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section J(1) of said project shall not in any event exceed the sum of one hundred sixty-three thousand, eight hundred twenty and 00/100 dollars ($163,820.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-eight thousand, five hundred forty-three and 00/100 dollars ($268,543.00), the approved total estimated cost of Section J(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the [illegible] and year first above written and the Secretary on the ________ day of MAY 31 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as ~~p~~ Federal Aid Project No. 190-J(1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 268,543.00 as the total estimated cost of said project, and the sum of $ 163,820.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 31 1939
one thousand nine hundred and ....

SECRETARY OF AGRICULTURE,

By T. H. Cleary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4230

RECEIVED
JAN 10 1939
FOR FILING

January 10, 1939

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2139 awarded to you on December 19, 1938, for grading the South Unit of Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This is for your records amd files.

Very truly yours,

JMcF:AM

Secretary

#2139s

RECEIVED
DEC 31 1938
FOR FILING

December 31, 1938

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 19, advising us of the settlement and withdrawal of the claim of the Howard-Cooper Corporation against Harold Blake in connection with the performance of State Highway Contract No. 2139 for the grading of the Bear Canyon Section of the Pacific Highway, in Jackson County.

We have noted this settlement of claim in our records of this job and have advised the contractor and his surety of the fact.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MDL

December 31, 1938

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Gentlemen:

We have received from the Secretary of State a copy of your letter to him of December 14 advising that your claim against Harold Blake for rental in connection with State Highway Contract No. 2039, for grading the Bear Canyon Section of the Pacific Highway, in Jackson County, has been paid in full. We have noted the settlement and withdrawal of this claim in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MHL

cc - Glens Falls Indemnity Company
c/o Jewett, Barton, Leavy & Kern
Lewis Building, Portland, Oregon

cc - Harold Blake
400 N. Thompson Street
Portland, Oregon

#2079

RECEIVED
DEC 20 1938
OREGON
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 19, 1938

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files, a copy of a letter from the Howard-Cooper Corporation advising that their notice of claim has been satisfied.

Very truly yours,

Earl Snell

Secretary of State

S:Fm

CO

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Blvd.
Portland, Oregon

Dec. 14, 193[illegible]

Secretary of State
Salem, Oreg.

Dear Sir:

On Oct. 20 we filed notice with you for a claim for rental in the amount of $450.00 against contractor Harold Blake on Job No. [illegible]039, known as the Bear Canyon Section, Jackson County. This claim was for rental against O. E. Joelson, sub contractor under Harold Blake.

As our claim has been taken care of, we at this time desire to withdraw the claim that we filed.

Thanking you to take care of this, we are

Very truly yours,

HOWARD-COOPER CORPORATION

D. I. Cooper
President

D. I. Cooper
PL

2139

RECEIVED
DEC 30 1938
FOR FILING
19[illegible]

December 29, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2139 which was awarded to you on December 19, 1938, by the Oregon State Highway Commission, covering the grading of the South Unit, Bear Canyon-State Line Section of the Pacific Highway, in Jackson County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HC:MBL

RECEIVED
DEC 22 1938
FOR FILING

174-8

December 21, 1938

Mr. Harold Blake
400 North Thompson
Portland, Oregon

Dear Sir:

The State Highway Commission on December 19, 1938, awarded you the contract for 0.90 mile grading and culvert construction on the South Unit of Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $80,322 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HC:AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 10 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7a 190-J-1

RECEIVED
DEC 21 1938
STATE HIGHWAY COMMISSION

December 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 190-J (1), South Unit, Bear Canyon-State Line section of the Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

T217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
DEC 21 1938
FOR FILING

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 19, 1938

W. M. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

ALL RIGHTS OF WAY REQUIRED FOR PROJECT ON SOUTH UNIT OF BEAR CANYON STATE LINE SECTION HAVE BEEN ACQUIRED

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

RECEIVED
[illegible] 1939
FOR FI[illegible]

[illegible] J-1

November 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the South Unit, Bear Canyon-State Line Section, Project No. FA 190-J(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FA 190-J(1)

BEAR CANYON-STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 29, 1938

North Unit, Sta. 695+00 to 816+00 (Contract No. 2118)

All Required		Clearing and Grubbing		$ 2,000.00
2,700	cu. yds.	Trench Excavation	$ 0.75	2,025.00
192,000	cu. yds.	Excavation, No. of Sta. 722	0.33	63,360.00
283,000	cu. yds.	Excavation, So. of Sta. 722	0.22	62,260.00
1,000,000	yd. sta.	Overhaul	0.005	5,000.00
47,000	yd. mi.	Truck Haul	0.10	4,700.00
2.29	miles	Finishing Roadbed and Slopes	400.00	916.00
6,000	lin. ft.	Rounding Cutbanks	0.08	480.00
5,400	lin. ft.	9" Corr. Iron Pipe	0.75	4,050.00
190	lin. ft.	18" Corr. Iron Pipe	1.60	304.00
350	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.80	630.00
800	lin. ft.	18" Concrete Pipe	2.60	2,080.00
460	lin. ft.	24" Extra Strength Corr. Iron Pipe	2.90	1,334.00
130	lin. ft.	24" Concrete Pipe	3.00	390.00
220	lin. ft.	24" Extra Strength Concrete Pipe	3.25	715.00
500	lin. ft.	Metal Ditch Lining No. 30	1.60	800.00
1,000	cu. yds.	Rock Backfill in Drains	2.75	2,750.00
250	cu. yds.	Class "D" Concrete	22.00	5,500.00
40,000	lbs.	Metal Reinforcement	0.05	2,000.00
800	lin. ft.	Cable Guard Rail	0.80	640.00
1,000	cu. yds.	Placing Surfacing Materials	1.25	1,250.00
5,200	yd. mi.	Hauling Surfacing Materials	0.12	624.00
				$ 163,808.00

South Unit, Sta. 816+00 to 863+71 (Estimated Prices)

All Required		Clearing and Grubbing		$ 2,000.00
1,400	cu. yds.	Trench Excavation	$ 0.75	1,050.00
126,000	cu. yds.	Excavation, No. of Sta. 840	0.35	44,100.00
124,000	cu. yds.	Excavation, So. of Sta. 840	0.23	28,520.00
198,000	yd. sta.	Overhaul	0.01	1,980.00
48,000	yd. mi.	Truck Haul	0.12	5,760.00
0.90	mile	Finishing Roadbed and Slopes	300.00	270.00

2,400	lin. ft.	Rounding Cutbanks	$ 0.10	$ 240.00
330	lin. ft.	9" Perforated Corr. Iron Pipe	0.80	264.00
100	lin. ft.	18" Corr. Iron Pipe	1.75	175.00
130	lin. ft.	18" Concrete Pipe	1.75	227.50
230	lin. ft.	24" Extra Strength Concrete Pipe	3.25	747.50
90	cu. yds.	Rock Backfill in Drains	3.00	270.00
270	cu. yds.	Class "D" Concrete	22.00	5,940.00
42,000	lbs.	Metal Reinforcement	0.05	2,100.00
				$ 93,644.00

Subtotal	$ 257,452
10% Engr. & Cont.	25,745
Total	$ 283,197

Length of North Unit	2.2908 miles
Length of South Unit	0.9035 miles
Total Length	3.194 miles
Cost per mile	$ 88,665

Federal Aid Funds Requested- -	$ 172,750
State Funds- -	110,447
	$ 283,197

FORM S-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 29 1938
FOR FILING

Nov. 26, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

In response to your letter of November 19th regarding the contracting of the South Unit of the Bear Canyon-California Line Section, I have prepared an estimate which is attached.

The prices used are for the most part the same as Blake's bid on the North Unit. In arriving at the quantities, I have subtracted the amounts shown in the North Unit from the total job. This is the only way I could arrive at them as all the data is in your office. It looks to me as though the rounding of the cutbanks is low, and that the class "D" concrete is rather high. Will you please have these two items checked?

As yet, I have not received the tabulation of the other bids on the North Unit, and for that reason, I used those submitted by Blake.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

enc

cc: Baldock ✓

FORM 9-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 19th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Current
Projects
Bureau

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
[illegible] Highway Engineer

Dear Sir:

The Commission has authorized the letting of the South Unit of the Bear Canyon-State Line Section at the earliest possible letting. We have your specifications and various estimates under date of September 12th, which we will use for the preparation of specifications. If you have any changes you wish made, please forward them immediately.

A new estimate may also be submitted in line with the information derived from the contractors' recent bids, as it may be that the Commission will not desire to let this work unless some reduction in prices can be anticipated.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# [redacted] 2140

18-1208 Crescent-Beaver Marsh Section
The Dalles-California Hwy.

2140

R.H. Baldock

18-1208

Final Cost Analysis November 24, 1939

Crescent - Beaver Marsh Section
The Dalles - California Highway in Klamath County
Contract 2140 Prefix 18-1202
Fisher Bros., Contractors E. E. Johnston, Res. Eng.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Crushed Rock in Stockpile	4,228.43	2,280.0 C. Y.	1.855	1.90	4,332.00
1/2"-1/4" " " " "	6,526.80	3,519.3 C.Y.	1.855	1.90	6,686.67
1/4"-1/8" " " " "	2,168.92	1,169.5 C.Y.	1.855	1.90	2,222.05
Clear & Grub Stockpile Sites	173.88	100%	173.88	300.00	300.00
Level Stockpile Sites	118.00	100%	118.00	200.00	200.00
Purchase 1/8"-0" Screen Rejections	383.53	1,534.1 C.Y.	0.25	0.25	383.53
Haul " " "	29.19	291.9 Y.M.	0.10	0.10	29.19
Haul Adjustment in Favor of State					-90.52
	13,628.75				14,062.92

Gross Revenue	14,062.92
Total Cost	13,628.75
Net Profit	434.17

Net Profit Equals 3.09% of Gross Revenue

Contract 2140

Details of Cost

LABOR:			
Supervision	1,190.84		
Labor	6,136.61		
State Indust. Accident, 6½% of P/R	476.28		
Unemployment Compensation, 3% " "	219.82		
Old Age Benefit 1% of P/R	73.27		
		8,096.82	
MISCELLANEOUS:			
Equipment Rental (Incl. Repairs)	5,834.00		
Gas Oil & Grease	2,165.28		
Camp Expense	400.84		
Move in and Setup	600.32		
Explosives	2,111.50		
Quarry Expense	186.35		
Freight	9.13		
P.U.C. Licenses	120.16		
Overhead Expense	64.80		
Home Office Expense	140.63		
Bond	140.63		
		11,773.64	
			19,870.46
Less Expense Charged to Contract 2121			6,241.71
Total Cost			13,628.75

Contract 2140

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Move In and SetUp	396.37	8,502.8 Cu. Yd.	0.0466
Drill and Shoot	4,200.79	" " "	0.4940
Load at Quarry	1,198.53	" " "	0.1410
Haul Quarry to Plant	1,023.76	" " "	0.1204
Plant Operation	3,932.91	" " "	0.4625
	10,752.36	8,502.9 Cu. Yd.	1.2645

	Cost In Bunker	Unit Cost In Bunker	Hauling Cost	Total Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2"	3,392.40	1.4879	836.03	4,228.43	2,280.0 CY	1.8546	1.90	4,332.00
1/2"-1/4"	5,236.34	1.4879	1,290.46	6,526.80	3,519.3 CY	1.8546	1.90	6,686.67
1/4"-1/8"	1,740.09	1.4879	428.83	2,168.92	1,169.5 CY	1.8546	1.90	2,222.05
Screen Reject	383.53	0.25		383.53	1,534.1 CY	0.25	0.25	383.53
	10,752.36		2,555.32	13,307.68	8,502.9 CY			13,624.25

The crushing plant and quarry located 0.75 miles southwest of station 33+09 (M.P. 86.54) on the Dalles-California Highway was used for this job and later for contract 2121, and moving in , setting up and quarry development costs were prorated by production between the two contracts. The quarry had about 40 foot face and not an excessive amount of overburden. Vertical seams of dirty material a few inches thick and laying parallel to the face were encountered at about four foot intervals from the original face. This formation caused the material to break very large when shot and resulted in a greatly increased quarrying cost as 60% of the material had to be reshot before it could be handled by the primary crusher. About 7,310 pounds of powder were used to produce 8,503 cubic yards of crushed rock averaging .86 pounds per cubic yard, quarrying cost being $.42 per cubic yard.

The crushing plant consisted of a 16" x 36" jaw, a 3' cone and an 18" Intercone crushers, a single deck and a triple deck screen, a plate feeder, 180 feet of 24" conveyor belt, a generator and six 10 HP electric motors and a light plant was powered by three 90 HP diesel engines. 6,970 cubic yards of crushed rock and 1,535 cubic yards of screen rejections were produced in 294 hours at an average rate of 29 cubic yards per hour.

Quarry material was loaded by a 5/8 cubic yard shovel into light trucks and hauled 200 feet to the plant.

The cost of operations was high on this job and a loss would have resulted in spite of high bid prices, if it had not been possible to charge part of the costs to another contract which used the same camp, quarry and crushing plant.

E.H. CLYMER
Cost Analyst
By M. G. Smith

Contract 2140

Analysis of Crushing Costs

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E.H. CLYMER
Cost Analyst
By M. G. Smith

2140

RECEIVED
JUL [illegible] 1939
FOR FILING

18-12-[illegible]

July 25, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Bard of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2140, for the construction of the Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County, has been completed by the contractors, Fisher Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 4, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $14,098.76, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2140

FORM 2-A-1 10M 4-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 17, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work has been completed on Contract No. 2140, with Fisher Bros., for furnishing crushed rock on the Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County. This contract was completed on June 7, 1939, and its acceptance by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

cc Mr. James McFarland
Mr. J. W. McCallister

APPROVED BY HIGHWAY COMMISSION
DATE June 21, 1939
H B Glaisyer
Secretary

2140

RECEIVED
JUN 30 1939
FOR FI

18-128

July 1, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Brothers on Contract No. 2140, Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County. This payment will be made on or after July 11, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-38

JUN 1 - 1939
STATE HIGHWAY COMMISSION

EGON STATE HIGHWAY COMMIS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 27, 1939.

Section Crescent - Beaver Marsh Sec.

Kind of work Rock Production

Highway The Dalles-California

Section prefix 18-1208

Contractor Fisher Bros.

Contract number 2140

Date of contract Dec. 20, 1938.

Date of completion June 15, 1939.

Date work started Dec. 27, 1938.

Estimated date of completion June 5, 1939

Amount of contract $ 13800.00

Per cent of time elapsed 91%

Estimated cost of completed project, exclusive of engineering $ 13800.00

Per cent of contract completed, based on total contract price 90%

Engineering cost to date, $ $240., 2%

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work under this contract is proceeding satisfactotily both as to quality of product and time required for production. Contractor is operating a large plant and able to produce an adequate output per day. Rock quality is fair but the material is sometimes slightly pourous.

Stockpiles have been completed with the exception of the northerly piles near M.P. 197.

NOTED
Asst. State Highway

NOTED
PAY WEEK

Signed Robert B. Gould
Robert B. Gould,
Resident Engineer.

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			20		
Miles partially completed					
Miles completed			–		
Total estimated quantities			7000		
Estimated quantities moved or placed to date			6200		
Average daily quantities			350		
Average daily quantities necessary to complete project on time			60		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1,

Compressors 1, Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Light Showers, during the week		Delay Fri. & Sat. due to Shovel Breakdown.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM 2-A-1 6M 9-39

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 16th, 1939

Fisher Bros., Contractors
Oregon City, Oregon

Dear Sirs:

I am advised by the Division Engineer that there is five feet of snow at the quarry set up on the Crescent-Beaver Marsh Section. You are, therefore, ordered to suspend operations until weather conditions are such as to render work more practical.

You will be expected to resume operations as soon as weather conditions permit.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
W. E. Chandler
Bureau of Public Roads

NOTED
State Highway Engineer

FORM 5-B-1 2300 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR [illegible]

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

February 17th
1939

NOTED
Asst. State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith a letter from Fisher Brothers stating that they cannot proceed with work under their Contract #2140, CRESCENT-BEAVER MARSH section of The Dalles-California Highway, Klamath County, due to adverse weather conditions. I would recommend that a close down order be given them until better weather conditions prevail.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

1 Encl.

cc-Mr. C. B. McCullough ✓

RECEIVED
FEB 8 1939
FOR FILING

18-128

February 7, 1939

Fisher Bros.

Oregon City, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2140 which was awarded to you on December 19, 1938, for furnishing of crushed rock in stock piles on the Crescent-Beaver Marsh Section of The Dalles-California Highway, in Klamath County. This is for your records and files.

Very truly yours,

JMcF:AJ

Secretary

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 17 1939
FOR FILING

January 16, 1939

IN REPLY PLEASE
REFER TO FILE NO.

18-12

NOTED
Asst. State Highway Engineer

Mr. Wm. E. Chandler
Division Highway Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

Reference is made to your letter of January 13, regarding the prefix assigned to Contract No. 2140, the Crescent-Beaver Marsh Section.

The proper prefix for this project is 18-1208. The prefix shown on the contract, 18-1202, is in error and should be corrected.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. R. H. Baldock
Mr. R. B. Gould

RECEIVED
JAN 14 1939
FOR FILING

January 13, 1939

FISHER BROS.
Route 3
Oregon City, Oregon

Gentlemen:

On December 27, 1938, we forwarded you four copies of the contract for the Crescent-Beaver Marsh Section, in Klamath County, and requested that you execute all four copies as to agreement and bond and return them to this office.

To date we have not received the executed contracts from you, nor have we received a reply to our letter.

Will you kindly advise if you received the copies of the contract and when we may expect to have them returned properly executed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2140

RECEIVED
DEC 27 1938
FOR FILING

18

December 27, 1938

FISHER BROS.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2140 which was awarded to you on December 19, 1938, for furnishing crushed rock in stock piles on the Crescent-Beaver Marsh Section of The Dalles-California Highway, in Klamath County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance, to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 14 of the General Conditions, Part II, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

11-3

RECEIVED
JAN 24 1939
FOR FILING

14-123

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Crescent-Beaver Marsh Section
Docket No. Oregon 1375-F, Unit D

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County, Docket Number Oregon 1375-F, Unit D," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 19, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 18, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE CRESCENT-BEAVER MARSH SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY, DOCKET NUMBER OREGON 1375-F, UNIT D

WHEREAS, bids received for the construction of the Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by ____________ Fisher Brothers, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Crescent-Beaver Marsh Section of The Dalles-California Highway in Klamath County be and the same is hereby awarded to ____________ Fisher Brothers, contractor, in the amount of Thirteen Thousand Eight Hundred and no/100 Dollars ($13,800.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

RECEIVED
DEC 22 1938

[illegible]

December 21, 1938

Fisher Bros.

Oregon City, Oregon

Gentlemen:

The State Highway Commission on December 19, 1938, awarded you the contract for furnishing crushed rock in stock piles on the Crescent-Beaver Marsh Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $15,600 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HG:AH

cc - Mr. R. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM 2-84 2800 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 15 1938
STATE HIGHWAY COMMISSION

Correct
Crescent
Cost Production

December 14th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the CRESCENT-BEAVER MARSH section of The Dalles-California Highway in Klamath County:

Item No.	Item		Unit Price	Amount
1.	3/4" - ½" Crushed Rock in Stockpile	2,300 cu. yds.	2.00	$ 4,600.00
2.	½" - 1/4" Crushed Rock in Stockpile	3,500 cu. yds.	2.00	7,000.00
3.	1/4" - 1/8" Crushed Rock in Stockpile	1,200 cu. yds.	2.00	2,400.00
4.	Clearing and Grubbing of Stockpile Sites	All Specified		500.00
5.	Leveling of Stockpile Sites	All Specified		150.00
	Total Amount of Estimate			$ 14,650.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 2500 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

Current
Project
Rock Production

November 18th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

In accordance with your request of November 16th we submit herewith the following data pertaining to the Dalles-California and Willamette Highways Rock Production Project, the name of which we have changed to CRESCENT-CHEMULT ROCK PRODUCTION PROJECT, as no portion of it applies to the Willamette Highway:

2 Copies, Special Provisions
3. Copies, Engineer's Estimate
3 Copies, Statement of Source of Materials
1 General Arrangement Sketch Map

The fencing of stockpile sites is not recommended on this project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

Encl.

CONTRACT#2141

18-1107 Devils Garden-Quartz Mountain 1938
Sec., Klamath Falls-Lakeview Hwy.

2141

A. Baldock

Dec. 18th, 1939

NOTED
C. R. McCullough

COST ANALYSIS-FINAL REPORT

Klamath Falls-Lakeview Highway, Devil's Garden-Quartz Creek Section
Contract 2141 Prefix 18-1107
J. C. Compton & Rogers Construction Co., Contractors
F. W. Farrar, Resident Engineer

18-1107

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$191.70	213.3 cu. yd.	0.90	1.00	$213.30
Common "	3,064.29	13,323 " "	0.23	0.25	3,305.75
Solid Rock "	1,736.61	2,699.9 " "	0.64	0.70	1,889.93
Truck Haul	1,307.58	8,717.2 yd. mi.	0.15	0.15	1,307.58
Fin. Roadbed & Slopes	489.00	1.63 Miles	300.00	200.00	326.00
18" Corr. Iron Pipe	309.85	208 Lin. Ft.	1.49	1.80	374.40
24" " " "	148.20	68 " "	2.18	2.60	176.80
36" " " "	389.72	92 " "	4.24	5.50	506.00
4½"-2" Rock in Base	27,871.50	26,530 cu. yd.	1.05	1.00	26,530.00
3/4"-0 " " " and Shoulders	15,590.05	14,841 " "	1.05	0.95	14,098.95
Sprinkling	5,068.01	3,419.15 M-Gal.	1.48	1.50	5,128.73
Preparation of Base	664.30	8.89 Miles	74.70	100.00	889.00
Mineral Aggregate in Place	12,033.48	6,357 cu. yd.	1.89	2.15	13,667.55
SC-6 Road Oil in Place	7,665.97	433.08 Tons	17.70	19.00	8,228.52
Emulsified & Cutback Asphalt in Seal Coat	1,951.44	106.63 "	18.30	19.00	2,025.97
3/4-½ Cr. Rock in S.P.	2,105.68	19,492 cu. yd.	1.08	1.10	2,144.67
½-¼ " " " "	1,688.69	1,563.6 " "	1.08	1.10	1,719.96
¼-1/8 " " " "	604.24	559.3 " "	1.08	1.10	615.23
PA #1 30" C.I.P.	176.00	44 lin. ft.	4.00	4.00	176.00
¼-0 Rejects in S.P.	37.05	148.2 cu. yd.		0.25	37.05
EWO #1 Clear S.P. Sites	166.99				166.99
" #2 Fency Quarry Holes	294.17				294.17
Haul Adjustment (Favor State)		31.6 yd. mi.			- 3.16
	$83,554.52				$83,819.39

Contract 2141

Gross Revenue	$83,819.39
Total Cost	83,554.52
Net Profit	$264.87

Net Profit Equals 0.3% of the Gross Revenue

Devil's Garden-Quartz Mt. Section

REMARKS:

This contract consisted of the regrading of 1.45 miles of highway roadbed, construction of 8.89 miles of crushed rock base and application of 8.89 miles of oil mat surface treatment (type 0-11 modified). It was bid December 18th, 1938; work was started December 31st and completed September 1st, 1939.

The oiling work on this project was done by J. C. Compton, and the rest was performed by the Rogers Construction Co. The total bid of this contract was $10,403.00 under that of the second low bidder.

Both contractors have well organized crews and performed the work in an efficient manner. Had some of Rogers' equipment been overhauled before the start of the work, it is probable the cost could have been lowered to some extent.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Devil's Garden-Quartz Mt. Section

Work Performed by Rogers Construction Co.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$191.70	213.3 cu. yd.	0.90	1.00	$213.00
Common "	3,064.29	13,323 " "	0.23	0.25	3,305.75
Solid Rock "	1,736.61	2,699.9 " "	0.64	0.70	1,889.93
Truck Haul	1,307.58	8,717.2 yd. mi.	0.15	0.15	1,307.58
Finish Roadbed & Slopes	489.00	1.63 Miles	300.00	200.00	326.00
18" Corr. Iron Pipe	309.85	208 lin. ft.	1.49	1.80	374.40
24" " " "	148.20	68 " "	2.18	2.60	176.80
36" " " "	389.72	92 " "	4.24	5.50	506.00
4½"-2" Rock in Base	27,871.50	26,530 cu. yd.	1.05	1.00	26,530.00
3/4"-0 " " " and Shoulders	15,590.05	14,841 " "	1.05	0.95	14,098.95
Sprinkling	5,068.01	3,419.15 M-Gal.	1.48	1.50	5,128.73
3/4"-½" Cr. Rock in S.P.	2,105.68	1,949.7 cu. yd.	1.08	1.10	2,144.67
½"-¼" " " " "	1,688.69	1,563.6 " "	1.08	1.10	1,719.96
¼"-1/8" " " " "	604.24	559.3 " "	1.08	1.10	615.23
P.A. 30" Corr. Iron Pipe	176.00	44 lin. ft.	4.00	4.00	176.00
1/8"-0 Rejects in S.P.	37.05	148.2 cu. yd.		0.25	37.05
E.W.O. #1 Clear S.P. Sites	166.99				166.99
E.W.O. #2 Fence Quarry Holes	294.17				294.17
Haul Adjustment (Favor State)		31.6 yd. mi.		0.10	- 3.16
Min. Agg. in S.P.	6,603.79	6,357 cu. yd.	1.04	1.121	7,129.72
	$67,843.12				$66,137.77

Total Cost	$67,843.12
Gross Revenue	66,137.77
Net Loss	$1,705.35

Net Loss Equals 2.6% of Gross Revenue

Devil's Garden-Quartz Mt. Section

Work Performed by Rogers Construction Co.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$191.70	213.3 cu. yd.	0.90	1.00	$213.00
Common "	3,064.29	13,323 " "	0.23	0.25	3,305.75
Solid Rock "	1,736.61	2,699.9 " "	0.64	0.70	1,889.93
Truck Haul	1,307.58	8,717.2 yd. mi.	0.15	0.15	1,307.58
Finish Roadbed & Slopes	489.00	1.63 Miles	300.00	200.00	326.00
18" Corr. Iron Pipe	309.85	208 lin. ft.	1.49	1.80	374.40
24" " " "	148.20	68 " "	2.18	2.60	176.80
36" " " "	389.72	92 " "	4.24	5.50	506.00
4½"-2" Rock in Base	27,871.50	26,530 cu. yd.	1.05	1.00	26,530.00
3/4"-0 " " " and Shoulders	15,590.05	14,841 " "	1.05	0.95	14,098.95
Sprinkling	5,068.01	3,419.15 M-Gal.	1.48	1.50	5,128.73
3/4"-½" Cr. Rock in S.P.	2,105.68	1,949.7 cu. yd.	1.08	1.10	2,144.67
½"-¼" " " " "	1,688.69	1,563.6 " "	1.08	1.10	1,719.96
¼"-1/8" " " " "	604.24	559.3 " "	1.08	1.10	615.23
P.A. 30" Corr. Iron Pipe	176.00	44 lin. ft.	4.00	4.00	176.00
1/8"-0 Rejects in S.P.	37.05	148.2 cu. yd.		0.25	37.05
E.W.O. #1 Clear S.P. Sites	166.99				166.99
E.W.O. #2 Fence Quarry Holes	294.17				294.17
Haul Adjustment (Favor State)		31.6 yd. mi.		0.10	- 3.16
Min. Agg. in S.P.	6,603.79	6,357 cu. yd.	1.04	1.121	7,129.72
	$67,843.12				$66,137.77

Total Cost	$67,843.12
Gross Revenue	66,137.77
Net Loss	$1,705.35

Net Loss Equals 2.6% of Gross Revenue

Rogers Construction Company

Detail of Cost

Labor:

Supervision (Includes W. R. Rogers 3 mos. at $200)	$2,444.00	
Labor	20,046.38	
State Industrial Accident Insurance	866.66	
Social Security & Unemployment Insurance	875.61	
		$24,232.65

Materials:

18"	Corr. Iron Pipe	207 lin. ft.	at $1.04	$216.32	
18"	" " " Bands	7 each	" 1.59	11.13	
24"	" " "	68 lin. ft.	" 1.65	112.20	
24"	" " " "	4 each	" 2.00	8.00	
30"	" " "	44 lin. ft.	" 2.64	116.08	
30"	" " " "	2 each	" 3.23	6.46	
36"	" " "	92 lin. ft.	" 3.22	296.24	
36"	" " " "	2 each	" 3.24	6.48	
					772.91

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	$17,030.00	
Hired Trucks (Includes Gas but not Labor)	9,148.60	
Gas, Oil and Grease	9,840.67	
Explosives	3,757.66	
Move In	650.00	
Small Tools, Supplies & Misc.	1,087.87	
Bond	661.38	
Home Office	661.38	
		42,837.56
		$67,843.12

Devil's Garden-Quartz Mt. Section

Breakdown of Crushed Rock Cost

	Cost	Quantity	Unit Cost
Move In and Set Up	$1,405.90	51,948.8 cu. yds.	0.027
Testing Old Quarry	327.22	" " "	0.006
Develop, Drill & Shoot Quarry	6,625.91	" " "	0.128
Load & Haul to Crusher	8,080.25	" " "	0.156
Crush	11,216.35	" " "	0.216
Supervision & Proratable Exp.	3,370.00	" " "	0.065
Cost in Bunkers	$31,025.63	51,948.8 cu. yds.	$0.598

Quantities & Sizes of Crushed Rock

4½"-2" Crushed Rock in Base	26,530 cu. yd.
3/4"-0 " " " " & Shoulders	14,841 " "
3/4"-½" " " " Stockpile	1,949.7 " "
½"-¼" " " " "	1,563.6 " "
¼"-1/8" " " " "	559.3 " "
Mineral Aggregate	6,357.0 " "
Screen Rejections	148.2 " "
	51,948.8 cu. yd.

REMARKS:

As the P.W.A. provisions of this contract stipulated that work be started by December 31st, the Rogers Construction Company carried on some clearing and cleanup work from that date until the first of February, at which time the winter weather forced a shutdown. On April 12th, work again was resumed with a cat and dozer stripping the quarry site and a compressor and crew of two men drilling. After two weeks had been spent drilling the designated quarry, the contractor became dubious as to the desirability of it. Permission was then gained of the Forest Service to test ground about ¼-mile directly west, where rock of good breaking quality was found.

Erection of crushing plant was started with a small crew on May 1st, and crushing was begun on June 1st and continued operating with three shifts until August 5th, and one shift from then until September 1st, at which time the work had been completed. The plant operated a total of 957 hours to produce 51,948.8 cu. yds., an average of about 54 cu. yds. per hour. Of 1,260 hours of elapsed shift time, 303 hours, or 24%, of delay were caused by equipment breakdown.

Most of the 4½"-2" crushed rock was hauled directly from the bunkers to the road, where the trucks dumped the material into a windrow. A No. 12 cat motor patrol then spread it, after which 3/4"-0 rock was hauled onto the road and spread from truck. Some material was stockpiled and later used when crushing plant was idle. The cost of handling on the road amounted to about $0.18 per cu. yd. The contractor had several top-notch blademen in his organization which helped to simplify the problem of handling the road work. Although this section experiences quite a volume of traffic, the problem of traffic control was solved, and at a small cost, by erection of well-placed signs, which obviated the use of flagmen and pilot cars. The average haul on surfacing rock equaled about 3.2 miles and on stockpile rock about 1-3/4 miles.

The crushing plant consisted of the following equipment: Two crushers (13" Telsmith gyratory and 3' cone), two screens (4' x 10' three deck and 4' x 10' four deck), three diesel engines (85 h.p. Cummings, 130 h.p. Buda and 40 h.p. International) and 30 cu. yd. portable steel bunker.

The quarry consisted of basaltic rock with closely spaced horizontal laminations. Vertical holes were drilled and loaded in the conventional manner. About 0.4 pound of explosives per cubic yard of crushed rock was used. The material broke in large, thin slabs which fell loosely back in place when shot, and the contractor used a 3/4 cu. yd. Speeder shovel to load the broken rock into trucks. This size equipment, however, proved to be somewhat light for the task.

Plant breakdowns retarded progress on this job. As a whole the work was well supervised, but the prices were too low to warrant a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Devil's Garden-Quartz Mt. Section

Work Performed by J. C. Compton

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$664.30	8.89 Miles	$74.70	$100.00	$889.00
Placing Mineral Aggregate in Place	5,429.69	6,357 cu. yd.	0.854	1.028	6,537.83
SC-6 Road Oil in Place	7,665.97	433.08 Tons	17.70	19.00	8,228.52
Cutback Asphalt in Seal Coat	1,951.44	106.63 "	18.30	19.00	2,025.97
	$15,711.40				$17,681.32

Gross Revenue	$17,681.32
Total Cost	15,711.40
Net Profit	$1,969.92

Net Profit Equals 11.1% of Gross Revenue

Devil's Garden-Quartz Mt. Section

Work Performed by J. C. Compton

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$664.30	8.89 Miles	$74.70	$100.00	$889.00
Placing Mineral Aggregate in Place	5,429.69	6,357 cu. yd.	0.854	1.028	6,537.83
SC-6 Road Oil in Place	7,665.97	433.08 Tons	17.70	19.00	8,228.52
Cutback Asphalt in Seal Coat	1,951.44	106.63 "	18.30	19.00	2,025.97
	$15,711.40				$17,681.32

Gross Revenue	$17,681.32
Total Cost	15,711.40
Net Profit	$1,969.92

Net Profit Equals 11.1% of Gross Revenue

J. C. Compton
Detail of Cost

Labor:			
Supervision		$405.93	
Labor		3,184.11	
State Industrial Accident Insurance		179.50	
Social Security & Unemployment Insurance		143.60	
			$3,913.14
Materials:			
SC-6 Road Oil	433.08 Tons at $4.30	$1,862.24	
Cutback Asphalt	106.63 " " 4.90	522.49	
Freight & Demurrage		4,337.68	
			6,722.41
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental & Repairs		$1,920.00	
Truck Rental		572.04	
Gas, Oil and Grease		1,146.24	
Small Tools, Supplies & Misc.		353.00	
Misc. & Overhead Expense		340.24	
Bond	1% of Gross Revenue	248.11	
Home Office	2% " " "	496.22	
			5,075.85
			$15,711.40

Breakdown of Oiling Costs

	Cost	Quantity	Unit Cost
Heat	$689.06	539.71 tons	1.277
Haul	408.90	" "	0.758
Spread	912.22	" "	1.690
Traffic	234.82	" "	0.435
Supervision & Proratable Expense	650.00		1.204
Materials:			
433.08 Tons SC-6			
106.63 " RC-3	6,722.41		12.456
Total Cost	$9,617.41	539.71 Tons	$17.820

Breakdown of Placing Mineral Aggregate Costs

	Cost	Quantity	Unit Cost
Load	$914.21	6,357 cu. yd.	0.152
Haul	1,458.67	" " "	0.230
Handle on Road	1,402.26	" " "	0.220
Spot	580.61	" " "	0.091
Supervision & Proratable Expense	1,023.94	" " "	0.161
Total Cost	$5,429.69	6,357 cu. yd.	$0.854

REMARKS:

J. C. Compton commenced oiling operations on August 7th and finished August 23rd. The work was carried on in an efficient manner. The oil was shipped in to Bly, 4½ miles west of the west end of the project, and 539.71 tons of oil were handled in eleven working days or 49 tons per day.

The haul on the mineral aggregate approximated 1-1/3 miles. In laying 6,357 cu. yd. of oil rock the contractor maintained an average of 530 cu. yds. per day.

The job was well supervised, and with a fair bid was able to show a profit.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED

FOR FILE

18-1107

October 26, 1939

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of October 25th concerning the J. C. Compton, Rogers Construction Company, contract No. 2141, Devils Garden-Quartz Mountain Section in Klamath and Lake Counties.

You are advised that this contract was completed September 1st, 1939, and has not been accepted. Final payment has not yet been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

October 25, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

State of Oregon
Contract #2141
J.C. Compton & Rogers Construction Co.

Will you please inform me the acceptance date of this contract, if final settlement has been made with the contractors, and if not, the approximate time when settlement will be made and the amount of that settlement? Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: W S Newton Jr

WSN:B

FORM 401 P

RECEIVED
OCT 13 1939
FOR FILING

12-1137

October 13, 1939

United Pacific Insurance Company,
Martha L. Rodeback, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2141, for the construction of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, has been completed by the contractors, J. C. Compton and Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $83,819.39, including the final payment. Of this amount $461.16 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

18-1107

Salem, Oregon
September 18,1939

From: F. W. Farrar

To: W. E. Chandler

Subject: Over and under-runs on Devils Garden-Quartz Mtn.

Dear Sir:

Following are explanations of the over and under-runs exceeding ten per cent on the Devils Garden-Quarts Mtn. project, prefix 18-1107, Contract #2141.

2. Common Exc. over-ran because of the daylighting of cuts on quartz Mountain to improve safety and snow conditions.

3. Solid Rock Exc. over-ran because not enough was shown in the preliminary estimate to accomplish the grading work required.

4. Truck Haul overran for the two reasons given above.

6. 18" Corr. Iron Pipe overran because not enough approach pipes were allowed for in the preliminary estimates.

7. 24" Corr. Iron Pipe underran because one pipe shown in the preliminary estimate was found to be unnecessary.

10. 3/4" - 0" Rock in base and shoulders overran because of laying two lifts of rock on the last mile of the job.

11. Sprinkling overran because of the extremely dry spring and the late start of the contractor on the surfacing.

14. SC-6 Road Oil in place underran because the prime coat was eliminated from the oiling job.

16. 3/4"-½" Cr.Rock in stockpiles overran because the contractor placed part of the 3/4" - ½" rock intended for the prime coat cover in the stockpile.

Respectfully,
(Signed) F. W. Farrar,
Res.Engr.

COPY

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending Sept. 9, 1939

Section Devils Garden - Quartz Mt.

Kind of work Grading, Surf. & Oiling

Highway Klamath Falls- Lakeview

Section prefix 18-1107

Contractor J.C. Compton & Rogers Const. Co

Contract number 2 141

Date of contract December 19, 1938

Date of completion Sept. 30, 1939

Date work started December 31, 1938

Estimated date of completion Sept. 1, 1939

Amount of contract $ 79331.00

Per cent of time elapsed 89.5 %

Estimated cost of completed project, exclusive of engineering $ 83821.34

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5300, 6.7 %

Date project was completed Sept. 1, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semifinal estimate and expressed it to W.E. Chandler at Bend to day.

Gordon J. Backe reported to wo rk as a chainman Sept. 5.

Work all completed on the Devils Garden - Quartz Mt. project except for setting a few R/W post and the revision of the alignment map.

FINAL REPORT

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

Signed R.W. Farrar, Resident Engineer
By James E Jolston
Address Bly, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.63	8.89	8.89	8.89	
Miles partially completed					
Miles completed	1.63	8.89	8.89	8.89	
Total estimated quantities	15,930.7	41,371	4072.6	6357	
Estimated quantities moved or placed to date	15,930.7	41,371	4072.6	6357	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

APR 10

April 8th
1939

12-1107

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to your letter of April 3rd concerning a letter written by the Bureau of Public Roads on March 17th with reference to a study which they wish made of the surfacing and drainage conditions between Station 2685 and Station 2860 on the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview highway.

I wish to advise that the plans show that there is an allowance of 4,020 yards. This would allow a 10% increase for the allowance in a little more than two miles of the highway. As there is only 1.45 miles of grading on this road it is evident that we have plenty of material to effectively increase the depth on the section referred to by the Bureau's letter.

I think with the section we have shown in the tipical sections for this project that we will have very good drainage and by the 10% allowance in surfacing material we will be able to entirely cure the unsatisfactory conditions on this section.

I might advise that during the time this road showed serious distress last year I obtained a sample of soil from where the trouble was occurring and it showed to be A-2. I am sure, however, that when the drainage is made satisfactory there will be no further trouble.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓

FORM 5-A-1. 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 9th, 1939

J. C. Compton
McMinnville, Oregon
and
Rogers Construction Co.
Dayton, Washington

Gentlemen:

I am advised by the Division Engineer that you find it impractical to operate on the Devil's Garden-Quartz Mountain Section on account of the deep snow, and consequently I am sending you a shutdown order so that the records will be clear as to the reason for the shutdown. However, we wish operations resumed as soon as practical.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 9th, 1939

18-1107

J. C. Compton
McMinnville, Oregon
and
Rogers Construction Co.
Dayton, Washington

Gentlemen:

You are hereby ordered to suspend operations due to weather conditions on the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway.

You will be expected to resume operations as soon as weather permits.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. E. Chandler
Bureau of Public Roads

RECEIVED
FEB 11 1939
FOR FILING
[illegible]

February 10, 1939

J. C. Compton & Rogers Construction Company
McMinnville, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2141, which was awarded to you by the State Highway Commission on December 19, 1938, covering the grading, surfacing, and oiling of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Rogers Construction Company
Dayton, Washington

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

January 3rd
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Please forward to Resident Engineer Walters at Bonanza the following data which was submitted by this office on November 5th pertaining to the DEVIL'S GARDEN-QUARTZ MOUNTAIN project on the Klamath Falls-Lakeview Highway:

1	Profile, Tracing Cloth
1	Roll, Mass Diagram, hard green
2	Rolls, Plotted Cross-Sections
1	Book, Coordinate Sheets
1	Book, Earthwork Computation Sheets
1	Book, Field Notes
1	Hard Copy Detail Map, Scale 1" - 100'

As work on this project has now started we would like to be advised as to the status of the right of way negotiations for which data was submitted on the above mentioned date, as follows:

U. S. Government, Station 2716+45 to Station 2747+22
Containing 0.43 of an acre

C. D. and Eva Arthur, 0.23 of an acre

Mary E. Owen, Station 2706+45 to Station 2716+92
Containing 0.16 of an acre

Bly Timber Company, Station 2746+79 to Station 2775+01.2
Containing 0.31 of an acre.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. S. F. Walters

FORM 8-S-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Devils Garden-Quartz Mountain Section
Docket Number Oregon 1404-F

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, Docket Number Oregon 1404-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 19, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 19, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE DEVILS GARDEN-QUARTZ MOUNTAIN SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH AND LAKE COUNTIES, DOCKET NUMBER OREGON 1404-F

WHEREAS, bids received for the construction of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by J.C. Compton & Rogers Constr. Company contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties be and the same is hereby awarded to J. C. Compton & Rogers Construction Company, contractor, in the amount of Seventy-nine Thousand Three Hundred Thirty-one and no/100 Dollars ($ 79,331.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

FORM B-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 30, 1938

Mr. H. B. Glaisyer
Secretary of State Highway Commission
Office Building

Dear Sir:

Attached find a resolution authorizing R. H. Baldock to place the application for a grant to aid in financing the construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway. This resolution was adopted by the Commission on September 19.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

CAG:VM
Attachment

FORM 2-A-1 5M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

4

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 28th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Please place on the agenda the discussion of a prospective project on the Devils Garden-Quartz Mt. Section of the Klamath Falls-Lakeview Highway, at a cost of about $106,000.

A rough estimate of cost is attached, together with a letter from the Oregon State Motor Association mentioning an inspection by Senator McNary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By HGSmith
H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

cc to: R. H. Baldock

R

ESTIMATE OF COST

Devils Garden-Quartz Mt. Section
Klamath Falls-Lakeview Highway
9.0 Miles Grading, Surfacing & Oiling
Klamath and Lake Counties
M.P. 5307 - 6200

Trench Excavation	200	cu. yds.	at 2.00	$400.00
Common Excavation	10,000	" "	" 0.25	2,500.00
Solid Rock Excavation	1,000	" "	" 1.00	1,000.00
Truck Haul	1,000	yd. mi.	" 0.10	100.00
Finishing Roadbed & Slopes	1	Mile	at 200.00	200.00
18" Concrete Pipe	100	lin. ft.	at 2.00	200.00
24" " "	100	" "	" 3.00	300.00
36" " "	100	" "	" 7.00	700.00
4½" - 2" Rock in Base	26,000	cu. yds.	at 1.25	32,500.00
3/4" - 0" " " " & Shldrs.	14,000	" "	" 1.25	17,500.00
Sprinkling	1,500	M-Gal.	" 1.50	2,250.00
Preparation of Base	9	Miles	at 200.00	1,800.00
Mineral Aggregate	7,000	cu. yds.	at 2.25	15,750.00
RC-3 Outback in Seal Binder Course	270	tons	at 20.00	5,400.00
SC-6 Road Oil in Place	450	tons	" 22.00	9,900.00
3/4" - ½" Cr. Rock in Stockpile	1,600	cu. yds.	at 1.50	2,400.00
½" - ¼" " " " "	1,600	" "	" 1.50	2,400.00
¼" - 1/8" " " " "	500	" "	" 1.50	750.00
Screen Rejections	2,000	" "	" 0.25	500.00
Haul on Screen Rejections	4,000	yd. mis.	at 0.10	400.00
			Total	$96,950.00
			Engineering Contingencies 10%	9,695.00
			TOTAL	$106,645.00

H. S. Smith
9/28/38

RECEIVED
[illegible] 27 1938
STATE HIGHWAY COMMISSION

OREGON STATE MOTOR ASSOCIATION

Oregon State Motor Association

INCORPORATED
AFFILIATED WITH AMERICAN AUTOMOBILE ASSOCIATION
General Offices: Terminal Sales Building, 1200 S. W. Morrison
Portland, Oregon

E. B. McDANIEL, President
C. E. GATES, Vice-President
RALPH COAN, Treasurer
RAY CONWAY, Sec.-Mgr.
V. H. HALL, Mgr. Public Relations
F. B. JUDGES, Mgr. Touring Dept.
G. W. DERR, Mgr. Membership Dept.

Directors
E. B. McDaniel, *Chairman*
Merle Chessman, *Astoria*
Walter Chiene, *Marshfield*
Ralph Coan, *Portland*
Blaine B. Coles, *Portland*
C. E. Francis, *Portland*
C. E. Gates, *Medford*
Dr. T. E. Griffith, *The Dalles*
Grover Hillman, *Salem*
W. R. McDonald, *Portland*
Clyde McKay, *Bend*
W. C. Perkins, *La Grande*
Cameron Squires, *Portland*
Carl G. Washburne, *Eugene*
Harold A. Wormser, *Portland*

Branch Offices
Bend
Eugene
La Grande
Klamath Falls
Medford
Salem

Information Bureaus
Albany
Corvallis
Hood River
Marshfield
North Bend
Ontario
Roseburg
The Dalles
Pendleton

September [illegible]

Mr. R. H. Baldock,
State Highway Department,
Salem, Oregon.

My dear Sam:

Mr. Carl Mason, of Klamath Falls, was in the office last week, and asked us to use our good offices to see if the State Highway Department could not eliminate the possibility of a recurrence of the Quartz Mountain break-up last winter on the Klamath Falls-Lakeview highway. Mr. Mason, whose address is the Medical Dental Building, Klamath Falls, had Senator McNary over the road some time ago, and Mr. Mason thinks that McNary may have contacted the Highway Department or the Bureau of Public Roads regarding the condition of the highway.

Thank you,

OREGON STATE MOTOR ASSOCIATION

Ray -

Ray Conway, Manager

RC:MS

2141

RECEIVED
DEC 28 1938
FOR FILING

December 27, 1938

J. C. COMPTON and ROGERS CONSTRUCTION COMPANY
McMinnville, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2141 which was awarded to you on December 19, 1938, for the grading, surfacing, and oiling of the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway, in Klamath and Lake Counties.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy of the contract to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance, to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy, and five copies of a certificate of insurance covering the policy, should also be furnished this office.

Your attention is also called to the provision on page 27 of the General Conditions, Part II, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

cc - Rogers Construction Company

RECEIVED
DEC 22 1938

December 21, 1938

Mr. J. G. Compton and
Rogers Construction Co.

McMinnville, Oregon

Gentlemen:

The State Highway Commission on December 19, 1938, awarded you the contract for 1.45 miles grading, 8.87 miles surfacing and oiling and for furnishing crushed rock in stock piles on the Devils Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway, in Klamath & Lake Counties. This award was based on your low bid of $79,331 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

Rogers Construction Co.
Dayton, Washington

FORM 5-S-1 2500 3-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 15

Correct
Present
Primary

December 14th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the DEVIL'S GARDEN-QUARTZ MOUNTAIN section of the Klamath Falls-Lakeview Highway in Klamath and Lake Counties, surfacing, grading and oiling project:

Item No.	Item			Unit Price	Amount
1.	Trench Excavation	200	cu. yds.	2.00	400.00
2.	Common Excavation	11,000	cu. yds.	0.40	4,400.00
3.	Solid Rock Excavation	1,500	cu. yds.	1.25	1,875.00
4.	Truck Haul	1,100	yd. mi.	0.15	165.00
5.	Finishing Roadbed and Slopes	1.45	miles	150.00	217.50
6.	18" Corrugated Iron Pipe	100	lin. ft.	2.00	200.00
7.	24" Corrugated Iron Pipe	100	lin. ft.	3.00	300.00
8.	36" Corrugated Iron Pipe	90	lin. ft.	7.00	630.00
9.	4½" - 2" Rock in Base	25,500	cu. yds.	1.30	33,150.00
10.	3/4" - 0" Rock in Base & Shoulders	13,000	cu. yds.	1.30	16,900.00
11.	Sprinkling	1,500	M-Gals.	1.50	2,250.00
12.	Preparation of Base	8.89	miles	200.00	1,778.00
13.	Mineral Aggregate in Place	7,000	cu. yds.	2.25	15,750.00
14.	SC-6 Road Oil in Place	620	tons	21.00	13,020.00
15.	Emulsified or Cutback Asphalt in Seal Coat	108	tons	21.00	2,268.00
16.	3/4" - ½" Crushed Rock in Stockpile	1,600	cu. yds.	1.70	2,720.00
17.	½" - ¼" Crushed Rock in Stockpile	1,600	cu. yds.	1.70	2.720.00
18.	¼" - 1.8" Crushed Rock in Stockpile	500	cu. yds.	1.70	850.00
	Total Amount of Estimate				$ 99,593.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

FORM B-B-1 1000 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 25, 1938

18-1107

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Devil's Garden-Quartz Mountain Section
Docket Number Oregon 1404-F

We are enclosing three certified copies of a resolution adopted by the Oregon State Highway Commission, which establishes the wage rates for the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VE
Enc. 3
cc: H. B. Glaisyer

FORM 2-E[illegible] 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

3a-1

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 2, 1938

Mr. J. M. Devers
Attorney
State Highway Commission
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Devil's Garden-Quartz Mountain Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting?

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

:TH
Att.

APPROVED
J M. Devers
ATTORNEY FOR THE COMM.

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

m

FORM 5-S-1 1600 10-38

COMMISSIONERS
~~HENRY F.~~ CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 23, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Devils Garden-Quartz Mountain Section
Docket Number Oregon 1404-F

We are enclosing three certified copies of an extract from the minutes of the Oregon State Highway Commission's meeting of November 17, setting forth the Commission's acceptance of the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 3

cc: H. B. Glaisyer

FORM 5-E-1 1500 10-38

COMMISSIONERS
~~HENRY F.~~ CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 23, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Devils Garden-Quartz Mountain Section
Docket Number Oregon 1404-F

We are enclosing three certified copies of an extract from the minutes of the Oregon State Highway Commission's meeting of November 17, setting forth the Commission's acceptance of the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 3

cc: H. B. Glaisyer

I, R. H. Baldock, the duly elected, qualified and acting State Highway Engineer of the Highway Commission of the State of Oregon, do hereby certify that the attached copy of the extracts of the minutes of a regular meeting of the Highway Commission of the State of Oregon held on the 17th day of November, 1938, is a true, correct, and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the Resolution appearing in such minutes, entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE DEVIL'S GARDEN-QUARTZ MOUNTAIN SECTION OF THE KLAMATH FALLS-LAKEVIEW PRIMARY HIGHWAY IN KLAMATH AND LAKE COUNTIES AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR", is a true, correct, and compared copy of the original Resolution adopted at said meeting, which Resolution is on file and of record.

WITNESS my hand and the seal of the said Oregon State Highway Commission this 23rd day of November, 1938.

R. H. Baldock
State Highway Engineer

(SEAL)

Portland, Oregon, November 17, 1938

The State Highway Commission met in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the offers of the United States of America to contribute P.W.A. funds to aid in financing the construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway and the Eastern Oregon Rock Production Project.

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Highway, the following Resolution entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Primary Highway in Klamath and Lake Counties and the Acquisition of Necessary Lands and Rights of Way Therefor" was proposed by Commissioner Tou Velle and read in full:

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE DEVIL'S GARDEN-QUARTZ MOUNTAIN SECTION OF THE KLAMATH FALLS-LAKEVIEW PRIMARY HIGHWAY IN KLAMATH AND LAKE COUNTIES AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it Resolved By the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Primary Highway in Klamath and Lake Counties and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 85296-205

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Nov 7 - 1938
Docket No. Oreg. 1404-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of highway improvements, including the acquisition of necessary land and rights of way (herein called the "Project "), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $49,005.

"2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than December 31, 1938, and to complete such Project with all practicable dispatch, and in any event within 11 months from the commencement of construction.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) E. W. Clark
For the Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all Terms and Conditions relating to such grant, a copy of which Terms and Conditions were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than December 31, 1938; and to complete the work with all practicable dispatch, and in any event within eleven months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

- - - - -

The above resolution was seconded by Commissioner Aldrich and was adopted with the following voting yes: Chairman Henry F. Cabell, Commissioner E. B. Aldrich, and Commissioner F. L. Tou Velle. The Chairman thereupon declared said Resolution carried.

* * * * *

18-1107

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Devils Garden-Quartz Mountain Project, in Klamath and Lake Counties, as the same appears in the minutes of November 17, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on November 17, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on October 20, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 19th day of November, 1938.

H.B.Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE DEVIL'S GARDEN-QUARTZ MOUNTAIN SECTION

PWA DOCKET NO. OREGON 1404-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Klamath and Lake counties, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of November 1 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Retort operator	$1.00
Retort fireman	.87½
Distributor driver	.90
Distributor leverman	.90
Power brooms	.75
Sloper - layout man	.75
Timber fallers	.90
Timber buckers	.75
Powderman	1.00
Jackhammer men	.75
Steel and tool dresser	1.00
Stat. drag scraper oper., up to 1 yd. cap.	.80
Stat. drag scraper oper., over 1 yd. cap.	1.12½
Oiler	.80
Crusher feeder	.75
Road rollers (finishing high type pavement)	1.12½
Road rollers (grade and surfacing)	1.00
Power shovels, draglines, cranes, over 1 yd. inc. all attachments	1.50
Power shovels, draglines, cranes, 1 yd. and under, inc. all attachments	1.25
Grease monkey	.80
Tractor oper., 75 HP and over, with attach.	1.25
Tractor oper., 75 HP and over, without att.	1.00
Tractor oper., 35 - 75 HP	1.00
Tractor oper., under 35 HP	.85
Power blade	1.12½
Elevating grader operators	1.00
Power loader	1.00
Common labor	.50
Truck drivers, 3 ton & over, mfr. rated cap.	.85
Truck drivers, 1½ - 3 ton, mfr. rated cap.	.75

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

(3j)

FORM 2-E-1 6M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 10, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action, which will effect the acceptance of the PWA's offer to aid by way of grant the financing the construction of the Devil's Garden-Quartz Mountain Section of the Klamath Falls-Lakeview Primary Highway in Klamath and Lake Counties.

If this resolution meets with your approval, please pass it on to the Secretary, so that he can present it before the Commission at its meeting on November 17.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

JMDevers

CAG:VM
Att.

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]
Primary

November 5th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are this date forwarding to your office the following data comprising the specifications and estimate covering the DEVIL'S GARDEN-QUARTZ MOUNTAIN section, grading, surfacing and oiling project on the Klamath Falls-Lakeview Highway.

2 Copies, Special Provisions
3 Copies, Engineer's Estimate
3 Copies, Statement of Source of Materials
1 Profile, Tracing Cloth
1 Roll, Mass Diagram, hard green
2 Rolls, Plotted Cross-Sections
1 Book, Coordinate Sheets
1 Book, Earthwork Computation Sheets
1 Book, Field Notes
1 Hard Copy Detail Map, Scale 1" = 100'
4 Copies, Property Description
4 Copies, Statement of Information
4 Copies, Request for Authority to Open Negotiations,
  for the acquisition of additional right of way

1 Copy, Property Description
1 Copy, Statement of Information
1 Coordinate Sheet
1 Standard Tracing Cloth Sketch Map
1 Copy, Request for Authority to Open Negotiations, for
  the acquisition from the Fremont National Forest
  under Special Use Permit, 12.3 acres for a quarry
  site.

We have endeavored to follow as closely as possible the estimate as contained in your application to the PWA and have submitted the estimate for the exact amount as shown. However, we have changed the quantities slightly which in no way affected the actual total amount.

1938

We have specified RC-3 Cutback in the binder course due to the fact that this item was shown on your application to the PWA. If possible we should like to reccomend that the binder course be altered to SC-2 and if SC-2 cannot be had, then SC-6 would be our second choice.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R. H. Balcock ✓

NOTED
te Highway Engineer

FORM 8-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR F

Const
Project
Primary

October 31st, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

OTED
Highway Engineer

Dear Sir:

The Devil's Garden-Quartz Mountain Section has been approved by the P.W.A.

All P.W.A. projects must be contracted before January 1st, or the money expires; therefore, we must contract this project at the December letting.

Please expedite the plans as much as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 8-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 17th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

In response to your letter of October 15th, we are attaching hereto a duplicate copy of the P.W.A. application on the Devils Garden-Quartz Mountain Section.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-D-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

October 15th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Your letter of October 13th calling attention to the fact that the Devils Garden-Quartz Mountain section is a surfacing project has been received. This was a mistake as I realized it was surfacing.

This project requires very little preliminary work and probably the running of no lines. There will be a few additional culverts but no alignment changes, as the alignment on this section is better than the alignment on the surfacing project between Beatty and Bly.

We will use the old quarry which is a very good one and this will only require a permit from the Forest Service.

This project will be written up and in your office within the next week.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

P. S.
With reference to your letter of October 1st.
Application mentioned was not received with letter.
Do not know the amount of authorization.

W.E.C.

FO[illegible] 8-A14 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

October 13th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Your attention is called to your letter of October 7th, addressed to J. T. Burch in regard to the Devils Garden-Quartz Mountain project. In this letter you state that this is a quarry and stockpile P.W.A. project, which is not the case. The project is a complete resurfacing project, as set forth in detail in my letter of instructions to you.

The assignment of Mr. Burch is approved, but please be guided by my instructions in holding the survey for regrading to a minimum.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

by

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 28 1938
FOR FILING

Const
Projects
Petition

September 28th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Please place on the agenda the discussion of a prospective project on the Devils Garden-Quartz Mt. Section of the Klamath Falls-Lakeview Highway, at a cost of about $106,000.

A rough estimate of cost is attached, together with a letter from the Oregon State Motor Association mentioning an inspection by Senator McNary.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
Enc. 2

cc to: R. H. Baldock ✓

CONTRACT#2542

19-1203 Horse Ranch-Chewaucan Narrows 1938
Sec., Fremont Hwy.

2142

#2142

P-1203

November 30, 1939

THE DALLES IRON WORKS
720-722 East Second Street
The Dalles, Oregon

Attention J. B. Kirk

Gentlemen:

Reply is made to your letter of November 28 relative to the claim against Schmeer & Williams for services rendered them in connection with their contract with the State Highway Commission at Silver Lake.

I presume that you have reference to State Highway Contract No. 2142, which provides for the furnishing of crushed rock in stock piles for the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lake County. If my assumption is correct, I have to inform you that in connection with this job the contractor furnished a surety bond for the protection of claimants, which bond was written by the Aetna Casualty & Surety Company, for whom Bates, Lively & Pearson are agents, with offices in the Yeon Building, Portland.

I would suggest that you file notice of your claim with the agents of the bonding company and also with the Secretary of State, in accordance with Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance.

Our records disclose that this job was awarded to the contractor on December 19, 1938, and was completed on July 8, 1939; further, that it was accepted by the State Highway Commission on August 18, 1939. The records also show that final payment in connection therewith was made on September 15, 1939.

Very truly yours,

Secretary

MC:MBL

November 30, 1939

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice of claim by The Dalles Iron Works against Schmeer & Williams Brothers in connection with State Highway Contract No. 2142 for furnishing crushed rock in stock piles for the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lake County. We have not been advised, however, of the amount of the claim.

Inasmuch as you are surety for the contractor on this job, we are advising you of this claim, that it may receive your due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Schmeer & Williams Bros.
3233 N. E. 12th Ave.
Portland, Oregon

NOV 29 1939

THE DALLES IRON WORKS

J. B. KIRK W. L. KIRK

ESTABLISHED
1905

ELECTRIC
WELDING
OXY-ACETYLENE

GENERAL MACHINE AND BLACKSMITH WORK
CYLINDER BORING, TRUCK AND TRACTOR REPAIRING
MILD STEEL, SHAFTING AND WELDING SUPPLIES

720-722 EAST SECOND STREET

THE DALLES, OREGON

MANUFACTURER OF
KIMBALL CULTIVATORS

Nov. 28, 1939.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

We are writing you in rwgard to the job that Schmeer & Williams finished up some time ago out at Silver Lake.

They have only paid us a small portion of their bill and the last communication we had from them they said they had not received all their money from that job.

Kindly advise us who their bondsmen are.

Very truly yours

The Dalles Iron Works

By J.B.Kirk

ANSWERED
H. B. GLAISYER

#2142

19-12-3

August 25, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2142, Horse Ranch-Chewaucan Narrows Section of the Fremont Highway in Lake County, has been completed by the contractors, Schmeer, Williams & Gentemann, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,870.30, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2142

19-1203

August 21, 1939

Aetna Casualty & Surety Company,
[redacted] Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Schmeer, Williams & Gentemann on Contract No. 2142, Horse Ranch-Chewaucan Narrows Section of the Fremont Highway in Lake County. This payment will be made on or after August 31, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—6M—7-38

ON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
JUL 10 1939
OREGON
STATE HIGHWAY COMMISSION

For Week Ending July 8, 1939

Section HorseRanch-Chewaucan Narrows
Kind of work Crushed Gravel in Stock Pile
Highway Fremont
Section prefix 19-1203
Contractor Schmeer, Williams&Gentemann
Contract number 2142
Date of contract Dec. 19, 1938
Date of completion June 15, 1939
Date work started Dec. 30, 1938
Estimated date of completion July 8, 1939
Amount of contract $12486.50
Per cent of time elapsed [illegible] %
Estimated cost of completed project, exclusive of engineering $12860.
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $700, 5.6 %
Date project was completed July 8, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing and stock piling of material on Saturday. All work on contract completed.

NOTED

NOTED
RAY WEBBER

Signed John T. Burch
Address Paisley

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			42.51		
Miles partially completed					
Miles completed			42.51		
Total estimated quantities			10500		
Estimated quantities moved or placed to date			10800		
Average daily quantities			125		
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			18		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Supervision		3				
Men and teams	Skilled Labor		4				
Men and trucks under 3 tons	Intermediate Grade		6				
Men and trucks over 3 tons	Unskilled Labor		5				
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1........,
Compressors ...., Bulldozers ...., Sheet-foot rollers 1-dragline. 3- trucks. ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm		
Monday	Showers		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear&Windy		
Friday	Clear & Warm		
Saturday	"		

RECEIVED
JUN 5 - 1939
FOR FILING

19-1203

May 27, 1939

SCHMEER, WILLIAMS & GENTEMANN
Silver Lake, Oregon

Gentlemen:

This is to acknowledge your letter of May 24, requesting an extension of 30 days on your contract, No. 2142, Horse Ranch-Chewaucan Narrows Section, Fremont Highway, in Lake County.

You are advised that before your application can be accepted and acted upon by the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure such consent of surety and forward it to this office to accompany your application.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

cc - W. E. Chandler

Mr. Chandler: Please advise your recommendation.

HBG

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FEB 9 1939
FOR FILING
19-1[illegible]3

February 8, 1939

SCHMEER, WILLIAMS & GENTEMANN
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2142 which was awarded to you by the State Highway Commission on December 19, 1938, covering the furnishing of crushed gravel in stock piles on the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lane County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB 9 1939
FOR FILING

February 8, 1939

AETNA CASUALTY & SURETY COMPANY
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2142 which was awarded to Schmeer, Williams & Gentemann od December 19, 1938, by the State Highway Commission, covering the furnishing of crushed gravel in stock piles on the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lake County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1939
FOR FILING

RECEIVED
JAN 12 1939
OREGON
STATE HIGHWAY COMMISSION

January 10th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you a letter received from Mr. A. L. Williams, of the firm of Schmeer, Williams & Gentemann, requesting permission to pay employees by check on Contract No. 2142.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

RECEIVED
DEC 28 1938
FOR FILING

2142

December 28, 1938

SCHMEER, WILLIAMS & GENTEMANN
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2142 which was awarded to you on December 19, 1938, for the furnishing of crushed gravel in stock piles on the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lake County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance, and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 15 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

(11-52

RECEIVED
JAN 24 1939
FOR FILING

7-1203

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Horse Ranch-Chewaucan Narrows Section
Docket No. Oregon 1375-F, Unit E

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

WM
Enc. 4
cc: H. B. Glaisyer

FORM 8-1

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Morse Ranch-Chewaucan Narrows Section of the Fremont Highway in Lake County, Docket Number Oregon 1375-F, Unit E," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 19, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 16, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 8-

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE HORSE RANCH-CHEWAUCAN NARROWS SECTION OF THE FREMONT HIGHWAY IN LAKE COUNTY, DOCKET NUMBER OREGON 1375-F, UNIT E

WHEREAS, bids received for the construction of the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway in Lake County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Schmeer, Williams, & Gentemann, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway in Lake County be and the same is hereby awarded to Schmeer, Williams, & Gentemann, contractor, in the amount of Twelve Thousand Four Hundred Eighty-six & 50/100 Dollars ($ 12,486.50), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

RECEIVED
DEC 22 1938

December 21, 1938

Schmeer, Williams & Gentemann
3233 N. E. 12th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on December 19, 1938, awarded you the contract for furnishing crushed gravel in stock piles on the Horse Ranch-Chewaucan Narrows Section of the Fremont Highway, in Lake County. This award was based on your low bid of $12,486.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. C. E. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM 2-B-1 2500 4-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

19-12

Const

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
DEC 15

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

December 14th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the HORSE RANCH-CHEWAUCAN NARROWS section of the Fremont Highway in Lake County:

Item No.	Item			Unit Price	Amount
	HORSE RANCH-SILVER LAKE SECTION:				
1.	3/4" - ½" Crushed Gravel in Stockpile	2,030	cu. yds.	1.35	2,740.50
2.	½" - 1/4" Crushed Gravel in Stockpile	1,220	cu. yds.	1.35	1,647.00
3.	1/4" - 1/8" Crushed Gravel in Stockpile	800	cu. yds.	1.35	1,080.00
4.	Clearing and Grubbing of Stockpile Sites			Lump	140.00
5.	Leveling of Stockpile Sites			Lump	60.00
	CHALK CLIFF-CHEWAUCAN NARROWS SECTION:				
6.	3/4" - ½" Crushed Gravel in Stockpile	3,220	cu. yds.	1.20	3,864.00
7.	½" - 1/4" Crushed Gravel in Stockpile	1,940	cu. yds.	1.20	2,328.00
8.	1/4" - 1/82" Crushed Gravel in Stockpile	1,290	cu. yds.	1.20	1,548.00
9.	Clearing and Grubbing of Stock-Pile Sites			Lump	100.00
10.	Leveling of Stockpile Sites			Lump	50.00
		Total Amount of Estimate			13,557.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

FORM 5-91 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

19-1205

RECEIVED
DEC 1 [illegible]
IN REPLY PLEASE
REFER TO FILE NO.
STATE HIGHWAY COMMISSION

Con't
Projects
Rock Production

December 15th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I wish to recommend that Mr. John T. Burch be assigned the engineering responsibilities on the HORSE RANCH-CHEWAUCAN NARROWS rock production project on which bids are to be received December 19, 1938.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

SM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

October 19th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

You will notice in the HORSE RANCH-SILVER LAKE and CHALK CLIFF-CHEWAUCAN NARROWS project on the Fremont Highway, we have listed the approximate screen analyses for information of bidders. I think this has not been put in proposals before but due to the fact that there is such a small amount of the larger sizes of gravel, I think this should be made plain to the contractors as the first thing they will want to know when they see these pits is the percentage of the various sizes. For this reason I have recommended that it be included in the specifications as I think it will tend to hold down prices.

Very truly yours,

WM: E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

CONTRACT# [redacted] 2143

20-1203 Rough Creek-Belknap Springs Sec.,
McKenzie Highway 1938

K.H Baldock

20-1203

Final Cost Analysis-Oct. 3, 1939
Rough Creek-Belknap Springs Section
Contract 2143 Prefix 20-1203
Mt. States Construction Company, Contractor E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Gravel in Stockpile	$5,415.36	3,861.3 cu. yd.	1.403	1.00	$3,861.30
½"-¼" " " " "	5,559.40	3,964.0 " "	1.403	1.00	3,964.00
¼"-1/8" " " " "	1,756.03	1,252.1 " "	1.403	1.00	1,252.10
Hauling Cr. Gravel, Pile Measure	3,659.19	43,312.77 yd. mi.	0.085	0.08	3,465.02
Clearing & Grubbing Stockpile Sites	1,750.75	100%			2,000.00
Leveling Stockpile Sites	288.20	100%			250.00
Woven Wire Fence	91.75	44.35 Rods	2.070	1.60	70.96
Purchase Screen Rejects	686.10	2,744.4 cu. yd.	0.250	0.25	686.10
Haul " "	192.07	2,400.86 yd. mi.	0.080	0.08	192.07
	$19,398.85				$15,741.55

Total Cost	$19,398.85
Gross Revenue	15,741.55
Net Loss	$3,657.30

Net Loss Equals 23.23% of Gross Revenue

Contract 2143

Crushing Costs

Total Crushing Cost	$12,673.58
Less Cost of Screen Rejects (2,744.4 cu. yd. at $0.25)	686.10
	$11,987.48

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Move In & Set Up Plant	$1,589.66	9,077.4 cu. yd.	0.1751		
Load Gravel Pit Material	1,867.21	" " "	0.2057		
Haul Pit to Plant	1,609.76	" " "	0.1773		
Plant Operation	6,920.85	" " "	0.7624		
Cost in Bunker	$11,987.48	9,077.4 cu. yd.	1.3205		
Stockpiling Expense	743.31	" " "	0.0820		
	$12,730.79	9,077.4 cu. yd.	1.4025	1.00	$9,077.40

Contract 2143

Details of Costs

Labor:		
Supervision	$505.75	
Labor	7,012.59	
State Industrial Accident (13.65% of P/R)	1,026.25	
Unemployment Compensation (3% of P/R)	225.55	
Old Age Benefit (1% of P/R)	75.18	
		$8,845.32
Miscellaneous:		
Equipment Rental (Incl. Repairs)	$6,839.75	
Gas, Oil and Grease	2,369.73	
Move In & Set Up Plant	297.74	
Explosives (Clearing)	168.44	
Fencing Supplies	21.75	
Miscellaneous Expense	7.25	
Overhead Expense	219.20	
Home Office Expense (3% of Revenue)	472.25	
Bond (1% of Revenue)	157.42	
		10,553.53
Total Cost		$19,398.85

Contract 2143

REMARKS:

This was a P.W.A. project and consisted of furnishing approximately 9,100 cubic yards of crushed gravel in stockpiles. It was required that work be commenced not later than December 31st, 1938 and completed not later than May 15th, 1939. The contract was bid and awarded December 20th, 1938; work started December 30th, 1938 and was completed April 18th, 1939.

Five weeks were required to erect the crushing plant and to make necessary adjustments. Snow and high water delayed operations for two weeks, and during the high water it became necessary to remove the engines from the plant to prevent damage. Crushing operations were started February 20th, and completed April 7th. During this period of seven weeks the plant operated 442 hours to produce 3,861 cubic yards of 3/4"-1/2", 3,964 cubic yards of 1/2"-1/4", 1,252 cubic yards of 1/4"-1/8" and 2,744 cubic yards of 1/8"-0 screen rejections. A rotary scalping screen ahead of the plant removed 1"-0 material which amounted to 9,978 cubic yards or 46% of the total yardage removed from the bar. The average hourly output of the plant was 20½ cubic yards of crushed gravel and 6¼ cubic yards of screen rejects, while scalping 22½ cubic yards of 1"-0 material.

A 5/8 cu. yd. Lorain shovel loaded 21,800 cu. yd. of bar run material into two 1½-ton trucks hauling to the plant in 442 hours at an average of 49½ cu. yd. per hour. Five 1½-ton trucks hauled crushed rock to stockpiles. The crushing plant included a 15 x 38 primary and a 9 x 36 secondary jaw crusher, a 20 x 36 roll crusher, a 48 x 96 triple deck screen, a 12' rotary screen, 240 ft. of conveyor belt, 80 ft. of elevator bucket line, a water pump and light plant. Power was supplied by two PD 80 and two PD 40 diesel engines, a 30 KW generator, two 10 h.p. and four 7½ h.p. electric motors.

An RD 4 cat and dozer was used to clear and level stockpile sites and to move reject bar material from the scalper into stockpile adjacent to the plant.

For building 44.35 rods of woven wire fence, 45 rods of woven wire at $0.34 per rod and 100 rods of barbed wire at $0.045 per rod were purchased.

The delay caused by bad weather, the heavy percentage of fine material in the bar and bar material with tough crushing characteristics contributed to the loss on this job. However, the plant itself was the major source of their loss. All material passing the primary jaw crusher wasdelivered to the one 4' x 8' screen. Material passing the screen was chuted to the secondary jaw and roll crusher and fed back onto the screen. This procedure overloaded the screen and reduced the output of the plant to about a half of the potential output if adequate screening had been installed.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JUN 8 - 1939
FOR FILING

20-1203

2143

June 7, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agent,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2143, for the construction of the Rough Creek-Belknap Springs Section of the McKenzie Highway in Lane County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 27, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,755.63, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J, McFarland.

20-1303

June 5, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Attention A. C. Lindsay, Bookkeeper

Gentlemen:

In response to your inquiry of June 3 you are advised that the Estimate Voucher, covering final payment on your contract No. 2143, Rough Creek-Belknap Springs Section, Lane County, probably will be mailed to you today for signature.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUN 5 - 1939
STATE HIGHWAY COMMISSION

MOUNTAIN STATES CONSTRUCTION CO.
GENERAL OFFICE: EUGENE, OREGON
PHONES: 621 - 2897

ADDRESS REPLY TO:
Eugene, Oregon.

June 3, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

Kindly advise us the statis of the final Estimate due us on the Rough Creek-Belnap Springs Job contract No 2143 which we completed in April.

Yours very truly,

C. E. Lindsay

Bookkeeper.

Form 338—5M—7-38

O ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 13, 1939

Section Rough Creek-Belknap Springs

Kind of work Furnishing 9,100 Cu. Yds. Crushed Gravel in Stockpiles.

Highway McKenzie

Section prefix 20-1203

Contractor Mountain States Construction Co.

Contract number 2143

Date of contract Dec. 17, 1938

Date of completion May 15, 1939

Date work started Dec. 28, 1938

Estimated date of completion April 22, 1939

Amount of contract $ 14,982.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 15,838.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 782.34, 5 %

Date project was completed April 22, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

2 men, 3 days, completing semi final estimate. 1 man, 2 days, checking semi final estimate.

Semi final estimate being forwarded to Division Office today.

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

NOTED
VAN [illegible]

Signed E. E.

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 1st, 1939

Highway Engineer

Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

I am returning Price Agreement No. 1 on the Rough Creek-Belknap Springs Section of the McKenzie Highway, Contract 2143, P.W.A. Docket 1374-F Unit "B" as this seems entirely superfluous. The Resident Engineer and contractor should be notified that this is not being considered as a price agreement.

Such an agreement would merely cause confusion in auditing the books at the completion of the job, as this is clearly a part of the contract, and the $850.00 has been set up in the authorization for that purpose. You may hold this in your office as a confirmation from the contractor, but be sure that he understands it will be paid under the contract and not as a separate price agreement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 1 - 1939
OREGON
STATE HIGHWAY COMMISSION

20-1203

Feb. 28, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending Price Agreement, for your consideration, covering the production of screen rejections on the Rough Creek-Belknap Springs Section of the McKenzie Highway in Lane County.

You will note I have not certified that none of this work has been started, as I find there has been placed in stock piles approximately 150 cubic yards of material. However, I do not consider it necessary to have this Agreement ratified by the Bureau of Public Roads as the prices contained in the Agreement are fully covered in the Contract.

This Agreement was written for our protection to eliminate any claim on the part of the contractor. It merely constitutes the office record of what we intend to do in regard to the purchase of this material.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

enc

cc: Baldock ✓

NOTED
State Highway Engineer

RECEIVED
FEB 11 1939
FOR FILING

February 10, 1939

MARYLAND CASUALTY COMPANY
Hansen & Rowland, Agent
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2143 which was awarded to Mountain States Construction Company on December 19, 1938, by the State Highway Commission, covering the furnishing of crushed gravel in stock piles on the Rough Creek-Belknap Springs Section of the McKenzie Highway, in Lane County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
FEB 11 1939
FOR FILING

February 10, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express a copy, fully executed, of Contract No. 2143, which was awarded to you by the State Highway Commission on December 19, 1938, covering the furnishing of crushed gravel in stock piles on the Rough Creek-Belknap Springs Section of the McKenzie Highway, in Lane County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 28 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

20-1203

Jan. 26, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Ass. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am enclosing, for your consideration, Order for State Force Work on the Rough Creek-Belknap Springs Section of the McKenzie Highway, Contract 2143, PWA Docket 1374-F "B", covering installation of two culvert pipes which are to be placed in the roadway leading to stock pile sites.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: McCullough ✓

FORM 9-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAI[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 10 1939
FOR FILING

RECEIVED
JAN 10 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 9, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

Herewith three copies of request from Mountain States Construction Company to pay their employees on the Rough Creek-Belknap Rock Production Project by check.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
OfficeEngineer

RBS:G

encs

cc: Baldock ✓

NOT
C. B. Mc

RECEIVED
DEC 30 1938
FOR FILING

2143

December 28, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, four copies of Contract No. 2143 which was awarded to you on December 19, 1938, for furnishing crushed gravel in stock piles on the Rough Creek-Belknap Springs Section of the McKenzie Highway, in Lane County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 15 of the General Conditions, Part II, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HEG:AM

Secretary

cc - Bridge Dept.

11-6.

FORM 5-S-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 21 1939
FOR FILING

20-12

December 21, 1938

Bureau of Public Roads
Box 3600
Portland, Oregon

Gentlemen:

Re: Rough Creek-Belknap Springs Section
Docket No. Oregon 1374-F, Unit B

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

WM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Hough Creek-Belknap Springs Section of the McKenzie Highway in Lane County, Docket Number Oregon 1374-F, Unit B," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 19, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 19, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this nineteenth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE ROUGH CREEK-BELKNAP SPRINGS SECTION OF THE MCKENZIE HIGHWAY IN LANE COUNTY, DOCKET NUMBER OREGON 1374-F, UNIT B

WHEREAS, bids received for the construction of the Rough Creek-Belknap Springs Section of the McKenzie Highway in Lane County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Mountain States Construction Company, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Rough Creek-Belknap Springs Section of the McKenzie Highway in Lane County be and the same is hereby awarded to Mountain States Construction Company, contractor, in the amount of Fourteen Thousand Nine Hundred Eighty-two and no/100 Dollars ($ 14,982.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

RECEIVED
DEC 22 1938

December 21, 1938

Mountain States Construction Co.
12th & Grant
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 19, 1938, awarded you the contract for furnishing crushed rock in stock piles on the Rough Creek-Belknap Springs Section of the McKenzie Highway, in Lane County. This award was based on your low bid of $14,982.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

CONTRACT# [redacted] 2144

9-1202 Sisters & Horse Ridge-Brothers 1938
Sec., McKenzie, Santiam, McKenzie-
2144 Bend, Central Oregon Hwys.

R.W. Baldock

9-1

November 12th, 1939

COST ANALYSIS-FINAL REPORT
Sisters & Horse Ridge-Brothers Sections
Rock Production Contract 2144, Prefix 9-1202
Chester T. Lackey, Contractor
Robert B. Gould, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
SISTERS PROJECT					
3/4"-½" Cr. Mat'l in S.P.	$4,478.65	4,063.2 cu. yd.	1.10	1.12	$4,550.78
½"-¼" " " " "	8,107.59	7,355.5 " "	1.10	1.12	8,238.16
¼"-1/8" " " " "	2,915.56	2,645.1 " "	1.10	1.12	2,962.51
Clear & Grub S.P. Sites	525.00	100%			250.00
Leveling of " "	160.00	100%			50.00
Screen Rejections	734.88	2,939.5 cu. yd.	0.25	0.25	734.88
Hauling Screen Rejections	361.89	3,618.9 yd. mi.	0.10	0.10	361.89
Hauling Adjustment	272.43	2,724.3 " "	0.10	0.10	272.43
PA #1, 2½"-1¼" Cr. Gravel in S.P.	264.75	105.9 cu. yd.	2.50	2.50	264.75
HORSE RIDGE-BROTHERS PROJECT					
3/4"-¼" Cr. Gravel in S.P.	2,570.63	2,250.6 cu. yd.	1.14	0.95	2,138.07
½"-¼" " " " "	3,824.31	3,348.2 " "	1.14	0.95	3,180.79
¼"-1/8" " " " "	991.89	868.4 " "	1.14	0.95	824.98
Hauling Cr. Gravel, Pile Measure	2,256.20	20,430 yd. mi.	0.11	0.08	1,634.40
Clear & Grub S.P. Sites	25.00	100%			50.00
Leveling of " "	50.00	100%			50.00
	$27,538.78				$25,563.64

Total Cost	$27,538.78
Gross Revenue	25,563.64
Net Loss	$1,975.14

Net Loss Equals 7.7% of the Gross Revenue

Sisters & Horse Ridge-Brothers Sections

Detail of Cost

Labor:			
Supervision		$1,205.00	
Labor		9,045.03	
State Industrial Accident Insurance		466.93	
Social Security & Unemployment Insurance		410.00	
			$11,126.96
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$2,450.00	
Rented Equipment		4,271.14	
Truck Hire		2,686.08	
Gas, Oil and Grease		3,390.38	
Small Tools, Repairs & Misc.		2,412.80	
Lumber		240.00	
Overhead Expense		450.00	
Bond	1% of Gross Revenue	255.71	
Home Office	1% of Gross Revenue	255.71	
			16,411.82
			$27,538.78

Sisters & Horse Ridge-Brothers Sections

REMARKS:

This contract consisted of the production of 19,300 cu. yds. of crushed gravel in stockpiles. It was bid and awarded on December 20th, 1938; work was started December 31st, 1938 and completed June 24th, 1939.

Three plant set-ups were made in the following gravel deposits: (1) North side of and adjacent to Central Oregon Highway at M.P. 27.15; (2) South side and adjacent to McKenzie Highway at M.P. 93.36; and (3) East side and adjacent to McKenzie-Bend Highway at M.P. 15.20.

On the first set-up on the Central Oregon Highway, the contractor met with difficulty in obtaining the proper screening of the crushed materials. The pit run gravel contained a great quantity of fines and moisture, and this coupled with freezing temperatures resulted in constant plugging of screens and numerous shutdowns, and consequently a low production was maintained. At the close of the job the contractor had to move back in on this section to rescreen about 1,600 cu. yds. of dirty materials in stockpiles.

The second and third set-ups proved to be more ideal in that the pit material contained less fines and moisture, and the operations were performed under more favorable weather conditions. The cost of the crushed gravel material in stockpile on the Sisters Section includes an average haul of two miles.

The contractor rented a complete plant which consisted of two crushers (10" x 30" jaw and 20" x 30" rolls), 3½' x 12' double deck screen and 2 diesel motors (1- 40 h.p. and 1 - 80 h.p.). To bring material to the plant a 40 h.p. cat and dozer were used.

The clearing and the leveling of stockpile sites on the Horse Ridge-Brothers Section was very easily done, but on the Sisters Section the clearing consisted of some large junipers, and the leveling was costlier in that hand picking of boulders was required in conjunction with use of small dozer.

The costs on this contract probably could have been reduced if the contractor had gone in on the Tumalo set-up first, since the material in this pit was considerably coarser and would have given less trouble during the cold winter weather.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Sisters & Horse Ridge-Brothers Sections

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E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2144

RECEIVED
OCT 18 1939
FOR FILING

1-12-2

October 18, 1939

SHELL OIL COMPANY, INC.
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

Replying to the inquiry contained in your letter of October 16: State Highway Contract No. 2144 with Chester T. Lackey, for furnishing crushed gravel and crushed rock on the Sisters and Horse Ridge-Brothers Sections of highways in Deschutes County, was completed June 24, 1939, and accepted August 18, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

OCT 17 1939

October 16, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Chester T. Lackey
Contract No. 2144

The above indicated job has been completed for sometime we believe. Consequently it will be appreciated if you will give us the completion and acceptance dates of the contract.

Thank you.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

RECEIVED
AUG 23 1939
FOR FILING

9-1202

July 22, 1939

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Mr. Chandler:

Reference is made to the Chester T. Lakey contraft, No. 2144, furnishing crushed materials on the Sisters and Horse Ridge-Brothers Section, in Deschutes County.

The original completion date of this contract was June 15, 1939. According to our records, work was not completed until June 24. Will you kindly request the contractor to make application for an extension of time, and forward us your recommendation. The application must be accompanied by the written consent of the surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED AUG 17 1939

2144

9-1282

August 17, 1939

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2144, for the construction of the Sisters and Horse Ridge-Brothers Sections of the McKenzie, Santiam, McKenzie-Bend and Central Oregon Highways in Deschutes County, has been completed by the contractor, Chester T. Lackey, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 26, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,563.64, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2144

Form E-30—[illegible]—4-39

RECEIVED
1939

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon

7-1202

August 2, 1939

From: Wm. E. Chandler

To: H. B. Glaisyer

Subject: Request for Extension of Time by Chester T. Lackey

Dear Sir:

Attached you will find a letter from Mr. Chester T. Lackey, Contractor on the Horse Ridge-Brothers and Sisters project, Contract 2144. Also attached is a letter from his surety company

This is for an extension of time to June 24, 1939.

The facts are as stated by Mr. Lackey, i. e. the material that was difficult to clean and required additional screening was the 1/2" - 1/4" material.

This project proceeded in a very satisfactory manner all through. The engineering between June 15th and 24th amounts to approximately $145.66.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

#2144

July 29, 1930

9-1202

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey on Contract No. 2144, Sisters and Horse Ridge-Brothers Section of the McKenzie, Santiam, McKenzie-Bend and Central Oregon Highways in Deschutes County. This payment will be made on or after August 8, 1930.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1-5M-3-39

RECEIVED
JUN 1 - 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 27, 1939.

Section Sisters Sec. of Santiam & McKenzie Hwys.
Kind of work Rock Production

Highway Horse Ridge-Brothers Sec. of Central Oregon Hwy.
Section prefix 9-1202

Contractor Chester T. Leckey
Contract number 2144

Date of contract Dec. 20, 1938
Date of completion June 15, 1939.

Date work started Dec. 31, 1938
Estimated date of completion June 15, 1939.

Amount of contract $23134.00
Per cent of time elapsed 91%

Estimated cost of completed project, exclusive of engineering $23134.00

Per cent of contract completed, based on total contract price 88%

Engineering cost to date, $890.00, 4.4%
Date project was completed ...., 193..

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor now operating on his last set-up at Tumalo and has produced about 50% of the amount required at this point, this giving a total production to date under the contract of approximately 88% of the required material from the three set-ups included.

Material being produced is superior to that produced at Millican or Sisters.

The contractor should complete all work required within the time limit unless subjected to unusual delay through weather or breakdowns of equipment.

NOTED
RAY WEBBER

NOTED
VAN COOY

Signed Robert B. Gould
Robert B. Gould,
Resident Engineer,

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			19300		
Estimated quantities moved or placed to date			17200		
Average daily quantities			250		
Average daily quantities necessary to complete project on time			140		
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			16		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 0, Rollers 0, Mixers 0, Crushing or screening plants 1,

Compressors 0, Bulldozers 1, Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Weather generally fair with several light showers.		Delay due to two breakdowns of bulldozer used to feed trap.
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAY 23 1939
FOR FILING

9-1202

May 23, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

In response to your inquiry of May 18, you are advised that the Chester T. Lackey contract, No. 2144, Sisters and Horse Ridge-Brothers Section, in Deschutes County, was approximately 68% completed on May 10. The estimated date of completion is June 15, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET

PORTLAND, OREGON

RECEIVED
MAY 19 1939
TELEPHONE ATWATER 7321
STATE HIGHWAY COMMISSION

May 18, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Chester T. Lackey
Contract No. 2144

Will you kindly favor us with a progress report on the above contract at this time. If the job has been completed, may we have the completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

RER:GC

FRANK J. HURNER
Division Credit Manager

6870 on May 10

9-1202

March 27, 1939

Mr. Wm. E. Chandler
Division Highway Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

In compliance with your request of March 25, we are forwarding to you, under separate cover, one copy of the contract agreement and specifications covering the Sisters and Horse Ridge-Brothers Section, Contract No. 2144.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

cc Mr. H. G. Smith

FORM 2-B-1 1M 2-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR

Wood ✓

March 25th
1939

IN REPLY PLEASE REFER TO FILE NO. 2144

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert ✓

Dear Sir:

✓ If available, we should like to secure one (1) copy of the Contract Agreement and specifications for the SISTERS-HORSE RIDGE-BROTHERS Rock Production Project.

Mailed 3/27/39

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R. M. Smith

RMS:f

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 20 19
STATE HIGHWAY COMMISSION

March 17th
1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Concerning the laboratory tests on the Horse Ridge-Brothers Section which is a P. W. A. project, can advise that we have had considerable trouble in getting proper screenings on this job. This was due to an excessive amount of very fine sand and also to screening in cold weather. Much of this fine sand was frozen to the rock and passed through the screen and was not detected at the time and until the samples thawed in the stockpiles and left a large amount of sand which was entirely too much to pass for tests. Considerable of this had been hauled out before this was noticed. I had this thoroughly tested and trenched which showed conclusively that there was altogether too much sand.

I asked the Contractor, Mr. Lackey, to screen the 1/2" - 1/4" material which he he had gotten out up to that time. He is to rescreen approximately 1 00 yards. Since the weather has warmed up there has been little trouble with this screening.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 2-A-1 8M 9-38

COMMISSIONERS,
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 7th, 1939

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED

Dear Sir:

In regard to the request of the contractor on the Sisters project, Contract #2144, that he be allowed to use oversize gravel stockpiled on the south side of the road near Tumalo on the Crawford site.

Your letter is not clear as to whether this material is the property of the State or Mr. Crawford. If it be the property of Mr. Crawford, the contractor under the specifications is allowed to acquire his own material if he prefers, and consequently he could use this material. If it be the property of the State, it would then depend upon whether the material had any value as a subbase or for other uses.

As I am unfamiliar with the material, I will approve your opinion as to whether it has any value and acquiesce in any permission which is necessary in allowing Mr. Lackey to use it.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-5-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 1939
FOR

February 3rd
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

The contractor on the Sisters and Horse Ridge-Brothers rock production project, Contract #2144, has indicated that he would like to use the oversize rock which is now stockpiled on the south side of the road near Tumalo in the Crawford site. Mr. Lackey will proceed to set up his plant on state property and use such material as he needs from state land. He will haul oversize material from the south side of the road and all waste material will be property of the state the same as if the material were all taken out of state property.

Mr. Crawford has indicated that he would very much like to have these oversize cobble stones, which range up to 12" in diameter, removed from his property in order to benefit future operations. This would give us a crushed product considerably more than would be obtained out of our own materials.

If you approve of this will you please advise the procedure you would recommend in handling the matter?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. C. B. McCullough ✓

RECEIVED
JAN 28 1939
FOR FILING

January 27, 1939

United Pacific Insurance Company
M. L. Richey
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2144 which was awarded to Chester T. Lackey on December 20, 1938, for furnishing crushed materials in stock piles on the Sisters and Horse Ridge-Brothers Section of the McKenzie, Central Oregon and other highways, in Deschutes County.

This is being sent to you inasmuch as you appear as surety on the bond and is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
JAN 28 1939
FOR FILING

January 27, 1939

Mr. Chester T. Lackey

Ontario, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2144 which was awarded to you on December 20, 1938, for furnishing crushed materials in stock piles on the Sisters and Horse Ridge-brothers Section of the McKenzie, Central Oregon and other highways, in Deschutes County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
DEC 28 1938
FOR FILING

December 28, 1938

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2144 which was awarded you on December 20, 1938, for the furnishing of crushed materials in stock piles on the Sisters and Horse Ridge-Brothers Section of the McKenzie, Central Oregon and other highways in Deschutes County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance, and also to Public Liability and Property Damage Insurance, to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 19 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MRL

cc - Mr. W. A. Reeves

FORM 5-E-1 1500 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

7.

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Sisters Section & Horse Ridge-Brothers Section
Docket No. Oregon 1375-F, Units E and F

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

-E-1 1500
COMMISS
Y F. CAB

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of theState of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Sisters Section on Highways in the Vicinity of Sisters and Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County, Docket Number Oregon 1375-F, Units B and F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE SISTERS SECTION ON HIGHWAYS IN THE VICINITY OF SISTERS AND HORSE RIDGE-BROTHERS SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY, DOCKET NUMBER OREGON 1378-F, UNITS B AND F

WHEREAS, bids received for the construction of the Sisters Section on Highways in the vicinity of Sisters and Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Chester T. Lackey, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Sisters Section on Highways in the vicinity of Sisters and Horse Ridge-Brothers Section of the Central Oregon Highway in Deschutes County be and the same is hereby awarded to Chester T. Lackey, contractor, in the amount of Twenty-three Thousand One Hundred Thirty-four and no/100 Dollars ($ 23,134.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

RECEIVED
DEC 22 1938
FOR
1-12-2

December 21, 1938

Mr. Chester Lackey

Ontario, Oregon

Dear Sir:

The State Highway Commission on December 20, 1938, awarded you the contract for furnishing crushed gravel in stock piles on the Sisters and Horse Ridge-Brothers Section of the McKenzie, Santiam, McKenzie-Bend, and Central Oregon Highways, in Deschutes County. This award was based on your low bid of $23,134 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

Mr. W. H. Lynch (4)

FORM 5-B-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Current
Project
Rock Production

December 14th
1936

NOTED
Asst State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the SISTERS and HORSE RIDGE-BROTHERS Rock Production Projects on the McKenzie, Central Oregon, and other Highways:

Item No.	Item			Unit Price	Amount
	SISTERS PROJECT, UNIT "B"				
1.	3/4" - ½" Crushed Materials in Stockpile	3,450	cu. yds.	1.25	$ 4,312.50
2.	½" - ¼" Crushed Materials in Stockpile	6,700	cu. yds.	1.25	8,375.00
3.	¼" - 1/8" Crushed Materials in Stockpile	2,550	cu. yds.	1.25	3,187.50
4.	Clearing and Grubbing of Stockpile Sites			All Specified	500.00
5.	Leveling of Stockpile Sites			All Specified	200.00
	HORSE RIDGE-BROTHERS PROJECT - UNIT "F"				
6.	3/4" - ½" Crushed Gravel in Stockpile	2,200	cu. yds.	0.90	1,980.00
7.	½" - ¼" Crushed Gravel in Stockpile	3,300	cu. yds.	0.90	2,970.00
8.	¼" - 1.8" Crushed Gravel in Stockpile	1,100	cu. yds.	0.90	990.00
9.	Hauling Crushed Gravel, Pile Measure	28,000	yd. mi.	0.10	2,800.00
10.	Clearing and Grubbing of Stockpile Sites			All Specified	50.00
11.	Leveling of Stockpile Sites			All Specified	50.00
	Total Amount of Estimate (Both Projects)				$ 25,415.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] Production
1-12

October 18th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are enclosing the following data pertaining to the proposed rock production project on the McKenzie, Santiam and McKenzie-Bend Highways:

- 2 Copies, Special Provisions
- 3 Copies, Engineer's Estimate
- 3 Copies, Statement of Source of Materials
- 1 General Arrangement Sketch Map (tracing Cloth) scale 3/4" = 1 mile
- 5 Standard Sketch Maps (tracing cloth) of stockpile sites
- 1 Standard Sketch Map (tracing cloth), Gravel Pit and Hauling Road, together with property descriptions, Statement of Information and Request for Authority to Open Negotiations for each.

With reference to the two sites for which Special Use Permits are required from the Forest Service, please return three blue print copies of the enclosed sketch map of each and we will submit the application to the local Forest Service officials.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

Encls.

CONTRACT#245

12-1008 Butte Creek Summit-Branson 1938
Creek & Flat Creek-John Day Sec.,
2145 John Day Hwy.

RECEIVED
JUL 10 1940
FOR FILING

12-1008

July 9, 1940

Hon. Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of July 8 enclosing three copies of a notice of claim by Boyd L. Erikson, in the amount of $15.66, against Saxton, Looney & Risley, for lumber furnished in connection with highway construction work (job not named). However, this claim was formerly filed with us and has to do with State Highway Contract No. 2145 - Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties.

We have noted this claim in our records of this job and will see that copies of the notice thereof are forwarded to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

G. DeSart

MBL

July 9, 1940

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

We have been notified through the office of the Secretary of State that Boyd L. Erikson has a claim, in the sum of $15.66, against Saxton, Looney & Risley, for lumber furnished in connection with highway construction work, but the job in connection with which this account was incurred is not named. However, this claim was formerly filed with us by Mr. Erikson and has to do with State Highway Contract No. 2145 - Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties.

Inasmuch as you are surety for the contractors on this job, we hand you herewith, for your information and action, one of the copies of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible] 8 - 1940
O[illegible]
STATE HIGHWAY COMMISSION

July 8, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files, three copies of a notice of claim by Boyd [illegible] Erickson for $15.00 against the bond taken from Saxton, Looney & [illegible] which was received from Mr. Orval I. Yokom, John Day, and filed in this office today. It has been suggested that Mr. Erickson file an amended notice of claim showing the job covered by the claim.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encs.

[illegible]
usual [illegible]

To SAXTON, LOONEY & RISLEY:

Notice hereby is given that the undersigned, Boyd L. Erikson, has a claim for lumber furnished in the sum of Fifteen and 66/100 Dollars ($15.66) against the bond taken from SAXTON, LOONEY & RISLEY for the work of highway contracting to whom said lumber was furnished.

BOYD L. ERIKSON

Endorsed: File No. 2914
Filed July 8, 1940
EARL SNELL
Secretary of State

#2145

12-1008

May 20, 1940

Mr. Boyd L. Erikson
Dayville, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 14, enclosing your original copy of a lumber bill due you from Saxton, Looney & Risley, in the amount of $15.66. We assume that this bill was incurred in connection with the performance of State Highway Contract No. 2145 for the furnishing of cr crushed gravel on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties.

In accordance with our usual practice we shall today notify the contractors and their surety of this claim. We note that you have sent your statement to the contracting firm. It would be well for you also to send it to the surety company, which is the General Casualty Company of America represented by Mansfield & Company, Lewis Building, Portland.

For the further protection of your claim, in case you should not secure satisfaction thereof through the surety, you should file the same through the office of the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws of 1939. For your guidance in thus filing your claim we enclose a mimeographed copy of the law relative thereto.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

May 20, 1940

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have been advised by Boyd L. Erikson, Dayville, Oregon, that he has a claim in the amount of $15.66 against Saxton, Looney & Risley for lumber that was bought of him by this firm when working on the "Moon Creek Section". We assume that he refers to Contract No. 2145, being Butte Creek-Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties.

We are notifying you of this claim since you are surety for the contracting firm on this job, and trust that you will give it your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

Boyd L. Erikson
LUMBER

~~Kimberly~~ Dayville, Ore., Feb 26 1939

Sold to Saxon, Looney & Risley

Address Dayville, Ore

5	2x12-16 Ft	160		
3	2x12-14 "	84		
9	2x4-16 "	96		
2	2x4-14 "	18		
	20 00	358		
			7	16
5	2x6-16 S4S	80		
5	2x6-14 "	70		
	21 50	150	3	22
4	1x12-16	64		
8	1x12-14	112		
		176		
	30 00		5	28
			$15	66

Terms 30 days. *8 Per cent interest on overdue accounts.*

Dayville, Oregon
May 14th 1940

t
Ore

RECEIVED
MAY 15

e sending you my
lumber Bill that was
hen Saxon Looney & Risley
in Moon Creek section
have never paid me, I
me Statement several
you see our statement
the foreman.

Trusting you can arrange this so they will pay for same

Yours truly
Boyd L. Erikson

494

HDG:AM

Secretary

Dayville, Oregon
May 14th 1940

RECEIVED
MAY 15

Highway Dept
Salem, Ore

Dear Sir:-

I am sending you my orignal copy of lumber Bill that was bought of me when Saxon Looney & Risky graded Highway in Moon Creek section for which they have never paid me, I have sent them Statemaint several times and as you see on statement was O.K. by there forman.

Trusting you can arange this so they will pay for same

Yours truly
Boyd L. Erikson

494

HBG:AM

Secretary

#2145

12-1-5

May 18, 1940

Mr. Orval D. Yokom
Attorney at Law
John Day, Oregon

Dear Sir:

This acknowledges receipt of your letter of May 13 advising of the claim of Judd Pope against Saxton, Looney & Risley, being for gravel taken from Mr. Pope's property for use in connection with Saxton, Looney & Risley's contract on the John Day Highway.

I presume that the contract to which you refer is state highway contract No. 2145 for furnishing crushed material in stock piles for the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties.

In connection with this job the contractor was required to furnish a surety bond for the protection of claims. This bond was written by the General Casualty Company for whom Mansfield and Company are local agents with offices in the Lewis Building, Portland. We offer this bond for the protection of Mr. Pope's claim.

Our records disclose that this job was completed by the contractor on July 18, 1939, and was accepted by the State Highway Commission on August 18, 1939. Furthermore, the final payment in connection therewith has been made.

For your further information wish to say that Saxton, Looney & Risley has gone into the hands of the receiver -- Mr. P. L. Crooks, whose office is in the Henry Building, Portland, is trustee for the creditors.

I am inclosing a mimeographed copy of Chapter 517, Oregon Laws, 1939, and suggest, notwithstanding the above, that formal notice of the claim be filed with the Secretary of State in conformance with the provisions of said statute.

Very truly yours,

HBG:AM

Secretary

ECEIVED
MAY 15

ORVAL D. YOKOM
ATTORNEY AT LAW
JOHN DAY, OREGON

May 13, 1940

State Highway Commission
Salem
Oregon

Gentlemen:

I am writing to you with reference to Saxton, Looney & Risley who had a gravel crushing contract on the John Day Highway about a year ago. They had their crusher set up on the Judd Pope property, and have not fully settled with Judd Pope for the gravel used.

Both Mr. Pope and myself have tried to get a reply from them by addressing our letter to Oak Grove, Oregon, but have been unsuccessful. Mr. Pope will greatly appreciate any assistance that you can give in this regard.

Yours very truly,

Orval D. Yokom

Orval D. Yokom

ODY:ab

ANSWERED
H. B. GLAISYER

12 1008

March 23, 1940

J. E. HASELTINE & COMPANY
Second Avenue and Ash Streets
Portland, Oregon

Gentlemen:

In response to your inquiry of March 22, you are advised that the Saxton, Looney & Risley contract, No. 2145, Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections on the John Day Highway, in Grant and Wheeler Counties, was accepted by the Highway Commission on August 18, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

SPORTING GOODS PIPE, VALVES AND FITTINGS TIRES AND BATTERIES

PHONE AT. 7511

IRON STEEL PIPE

J·E·Haseltine & Co.

DISTRIBUTORS

HEAVY HARDWARE
WELDING EQUIPMENT

MILL AND SHOP SUPPLIES
AUTOMOTIVE HARDWARE

2ND AVE.& ASH ST. PORTLAND, OREGON

March 22, 1940

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will you kindly let us know when the job under Contract No. 2145 was accepted by the Highway Commission? This job covers work done by Saxton, Looney & Risley of Oak Grove, Oregon, at Fossil, Oregon.

Yours very truly,

J. E. HASELTINE & COMPANY

KAK:LT

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
¼"-1/8" " " " "	1,886.38	1,435.6 " "	1.31	1.20	1,722.72
Haul Cr. Gravel, Pile Measure	3,982.86	47,499.61 yd. mi.	0.084	0.09	4,274.96
Clearing & Grubbing S.P. Sites	145.00	100%			250.00
Leveling of S.P. Sites	235.00	100%			250.00
Woven Wire Fence	315.76	235.64 Rods	1.34	1.60	377.02
" " Gates	69.30	6 Each	11.50	15.00	90.00
PA #1, Construct Small Bridge	60.00	100%	60.00	60.00	60.00
Screen Rejections	545.03	2,180.10 cu. yd.		0.25	545.03
Adj. for Gravel Deposit	———				700.31
	$40,154.79				$37,433.24

R.H. Baldock

12-1008

Feb[illegible]y 29th, 1940

COST ANALYSIS-FINAL REPORT
Butte Creek Summit-Branson Creek & Flat Creek-John Day Sections
Rock Production Contract 2145 Prefix 12-1008
Saxton, Looney & Risley, Contractors
L. R. Chandler, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Butte Creek Summit-Branson Creek Section					
3/4"-½" Cr. Rock in S.P.	$7,763.95	4,798.28 cu. yd.	1.62	1.32	$6,333.73
½"-¼" " " " "	5,557.85	3,434.87 " "	1.62	1.32	4,534.03
¼"-1/8" " " " "	3,193.53	1,973.67 " "	1.62	1.32	2,605.24
Hauling Cr. Rock, Pile Measure	3,077.02	36,696.54 yd. mi.	0.084	0.09	3,302.69
Clearing & Grubbing S.P. Sites	164.30	100%			200.00
Leveling S.P. Sites	286.00	100%			250.00
Woven Wire Fence	640.24	477.79 Rods	1.34	1.60	764.46
" " Gates	103.50	9 Each	11.50	15.00	135.00
PA #2, 1¼"-3/4" Cr. Rock in S.P.	619.54	382.89 cu. yd.	1.62	1.32	505.41
Screen Rejections	250.05	1,000.2 " "		0.25	250.05
Flat Creek-John Day Section					
3/4"-½" Cr. Gravel in S.P.	$5,807.80	4,419.94 cu. yd.	1.31	1.20	$5,303.93
½"-¼" " " " "	5,451.68	4,148.88 " "	1.31	1.20	4,978.66
¼"-1/8" " " " "	1,886.38	1,435.6 " "	1.31	1.20	1,722.72
Haul Cr. Gravel, Pile Measure	3,982.86	47,499.61 yd. mi.	0.084	0.09	4,274.96
Clearing & Grubbing S.P. Sites	145.00	100%			250.00
Leveling of S.P. Sites	235.00	100%			250.00
Woven Wire Fence	315.76	235.64 Rods	1.34	1.60	377.02
" " Gates	69.30	6 Each	11.50	15.00	90.00
PA #1, Construct Small Bridge	60.00	100%	60.00	60.00	60.00
Screen Rejections	545.03	2,180.10 cu. yd.		0.25	545.03
Adj. for Gravel Deposit					700.31
	$40,154.79				$37,433.24

Total Cost	$40,154.79
Gross Revenue	37,433.24
Net Loss	$2,721.55

Net Loss Equals 7.3% of the Gross Revenue

Detail of Cost

Labor:		
Supervision	$1,733.00	
Labor	15,221.12	
State Industrial Accident Insurance	1,255.00	
Social Security & Unemployment Insurance	678.16	
		$18,887.28
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$7,400.00	
Rented Equipment	1,289.39	
Truck Hire (Not including labor etc.)	2,727.68	
Gas, Oil and Grease	4,116.17	
Explosives	1,080.20	
Small Tools, Repairs & Misc.	2,596.55	
Fence Material and Supplies	559.01	
Royalty	175.00	
Lumber	590.71	
Bond	366.40	
Home Office	366.40	
		21,267.51
		$40,154.79

Contract 2145

REMARKS:

This contract consisted of the furnishing of 10,000 cubic yards of crushed rock and 5,000 cubic yards of crushed gravel in stockpiles. It was bid on December 20th, 1938; work was started December 30th, and finished July 18th, 1939. Two quarries and one gravel pit were designated as sources of materials.

The first set-up was made in the gravel pit located adjacent to the highway at M.P. 148.6. Due to considerable sticky material adhering to gravel the contractor encountered some difficulty in obtaining a clean product. In order to continue operating he deemed it expedient to obtain material from another source located about ½-mile from the plant. Due to high water in the John Day River, this second source of material proved inadequate and forced the superintendent to move his shovel ½-mile above the plant on Moon Creek where enough gravel was found to finish the yardage required from this set-up. The size of gravel was variable, and in some instances 50 to 60% of the material was scalped out and wasted.

The next set-up was made in the quarry at M.P. 103. Set-up of crushing plant was commenced April 25th, and the crushing of rock began May 17th, and continued until June 14th, to produce 5,110 cubic yards. A fine dust produced by the plant proved to be extremely severe on both equipment and men. Vertical drill holes were used, and the rock broke in such sizes that some reshooting was necessary.

The third and last set-up was made in the quarry at MP 76.9. Crushing was started June 22nd, and continued until July 18th, to produce 5,030 cubic yards. As on the previous set-up a very dusty condition developed which proved to be severe on the equipment, and a considerable number of breakdowns was experienced.

Several factors contributed to the loss on this job. The designated gravel pit at M.P. 148.6 proved to be less favorable than the contractor anticipated. The set-up costs were higher than ordinary, and the equipment was in none too good condition.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2145

RECEIVED
FEB 6 1940
FOR FILING

12-1008

February 5, 1940

Hon Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 3, 1940, enclosing three copies of a notice of claim by Balzer Machinery Company in the sum of $333.90 against Saxton, Looney & Risley for rock crusher rental in connection with work on State Highway Contract No. 2145, being a supplementary notice to one already filed, more fully describing the same.

We have noted the same in our records, and are passing on to the surety and the contractors a copy of said supplementary notice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 5, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the office of the Secretary of State three copies of a supplementary notice of claim by Balzer Machinery Company, in the sum of $333.90, against Saxton, Looney & Risley for rock crusher rental in connection with their work on State Highway Contract No. 3145, and we hand you herewith, for your information, a copy of said supplementary notice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 3, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a supplemental notice of claim by Balzer Machinery Company for $333.50 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Projects, which was received from C. O. Fenlason, Attorney, Portland, and filed in this office today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs. 3

Mrs Lewis
usual letters
HBG

COPY

NOTICE OF CLAIM
(Supplemental Notice)

TO THE STATE OF OREGON AND THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE is hereby given that the undersigned, Balzer Machinery Company, a copartnership composed of R. L. Balzer and Ethel Balzer, partners, with its principal place of business in Portland, Oregon, has a claim for rental on one (1) 1' 8" trailer type "Ty." gyratory rock crusher from May 9, 1939 to June 19, 1939 at $250.00 per month, in the sum of $333.50, together with interest thereon as by law provided against the bond taken from the partnership Saxton, Looney & Risley, a partnership composed of A. H. Saxton, W. C. Looney and J.S.Risley, principals on said bond and General Casualty Company of America, a corporation, surety upon said bond, for state highway construction consisting of the furnishing of crushed materials in stock piles on the Butte Creek Summit- Branson Creek and Flat Creek-John Day Projects on the John Day Highway in Wheeler and Grant Counties, State of Oregon.

That the State of Oregon contracted with said principals to do said work, said contract being known and described as above stated and bearing number 2145 and date December 20, 1938. That said bond bears date the 29th day of December, 1938. That claimant rented said equipment to said principals for use and the same was used by them in the performance of the work covered by the aforesaid contract.

This Notice of Claim is supplemental to a claim filed by claimant herein against the above described bond with the Secretary of the State of Oregon on or about the 24th day of January, 1940 and is filed for the purpose of more accurately describing the contract.

IN WITNESS WHEREOF, this Notice is signed and dated this 2nd day of February, 1940.

BALZER MACHINERY COMPANY

By R. W. Balzer
Managing Partner

Endorsed: File No. 2864
Filed February 3, 1940
EARL SNELL
Secretary of State

#2145

12-1008

February 1, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 30, enclosing three copies of a notice of claim by Western Fence & Wire Works, in the amount of $51.78, against Sexton, Looney & Risley, for wire fence furnished said contracting firm in connection with their performance of state highway contract No. 2145 - Butte Creek-Summit, Branson Creek and Flat Creek-John Day Section of the John Day Highway, in Grant and Wheeler Counties.

We have noted this claim in the records of the job to which it pertains, and will today forward to the contractors and their surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Western Fence & Wire Works, in the amount of $51.78, against Saxton, Looney & Risley, for wire fence furnished said contracting firm in connection with its performance of State Highway Contract No. 2145 - Butte Creek-Summit, Branson Creek and Flat Creek-John Day Section of the John Day Highway, in Grant and Wheeler Counties.

Inasmuch as you are surety for the contracting firm on this job, we are sending you a copy of this notice of claim, for your information.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

JAN [illegible]

January 30, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim for $51.78 by Western Fence & Wire Works against the bond taken from S xton, Looney & Risley for work on contract No. 2145, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

RECEIVED
JAN 31 1

WESTERN FENCE & WIRE WORKS

1315 Southeast Ninth Ave., corner of Main:
P. O.Box 2068
Portland, Oregon
January 29, 1940

Secretary of State
Salem,
Oregon

Gentlemen:

Notice hereby is given that the undersigned Western Fence & Wire Works has a claim for wire fence in the sum of $51.78 against the bond taken from Paxton-Looney & Kisely for the work of contract No. 2145 with the State Highway Commission - Butte Creek and Flat Creek-John Day Rock Production Project in Grant & Wheeler Counties.

Very truly yours,

WESTERN FENCE & WIRE WORKS

BY S. H. PALMER
S. H. Palmer Mgr.

Endorsed: File No. 2868
Filed January 30, 1940
EARL SNELL
Secretary of State

H.O. 55 60M 5-39

SHELL OIL COMPANY
INCORPORATED
PORTLAND, OREGON

#.115

RECEIVED
JAN 30 1940

12-1008

January 29, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to Saxton, Looney and Risley in the sum of $592.34 against the bond taken from General Casualty Company of America by Saxton, Looney and Risley, principals, for furnishing 10,500 cubic yards of crushed rock and 9,500 cubic yards of crushed gravel in stock piles, designated as Oregon State Contract 2145.

This notice is being filed with you in accordance with provisions of chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

RER:OC

FRANK J. HURNER
Division Credit Manager

cc-Saxton, Looney & Risley - Oak Grove, Oregon
cc-Oregon State Highway Commission - Salem, Oregon
cc-General Casualty Company of America, Brisbine and Mansfield, Agents, Lewis Building, Portland, Oregon

REFERRED TO
McFarland

#2145

RECEIVED
10 JAN 29 [illegible]
FOR FILING

12-1 [illegible]

January 27, 1940

WESTERN FENCE & WIRE WORKS
1315 S. E. Ninth Avenue
P.O.Box 2068
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of January 23 advising us of your claim, in the amount of $51.78, against Saxton, Looney & Risley for wire fence furnished in connection with their work on Contract No. 2145 with the State Highway Commission - Butte Creek and Flat Creek-John Day Rock Production Project in Grant and Wheeler Counties.

We have noted this claim in our records of this job, and, in accordance with our usual practice, we shall today notify the contractors and their surety of the same. The surety is the General Casualty Company of America for whom Mansfield & Company are agents, with offices in the Lewis Building, Portland. It would be well for you also to notify them of your claim, direct. Also, in order more fully to protect it, in case you should not gain satisfaction through the surety, you should file your claim through the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 27, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Western Fence and Wire Works advising us that they have a claim in the amount of $51.78 against Saxton, Looney & Risley for wire fence furnished them in connection with their work on State Highway Contract No. 2145, Butte Creek-Summit, Branson Creek, and Flat Creek-John Day Rock Production Project, in Grant and Wheeler Counties.

Inasmuch as you are surety for the contracting firm on this job, we are notifying you of this claim, that you may give it due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

WESTERN FENCE & WIRE WORKS

(MANUFACTURERS)

Wire and Iron Work
Fence Erectors

FLINT SAND GRAVEL SCREENS

Spiral Wire Conveyors
Belting

Trade Mark Reg. :: Patented

1315 SOUTHEAST NINTH AVE, Corner of Main :: P. O. BOX 2068

PORTLAND, OREGON

January 23, 1940

Secretary of State Highway Department
Salem,
Oregon

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS, DELAYS OF CARRIERS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR REASONABLE CONTROL. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

Gentlemen:

We furnished the wire fence to Saxton-Looney & Risely on contract No. 2145 known as the Butte Creek and Flat Creek John Day Rock Production Project in Grant and Wheeler Counties for which we have not received payment in full as per statement enclosed.

Very truly yours,

WESTERN FENCE & WIRE WORKS

BY S H Palmer
S. H Palmer Mgr.

SHP*VW
ENC:

ANSWERED
H. B. GLAISYER

WESTERN FENCE & WIRE WORKS

(MANUFACTURERS)

Wire and Iron Work
Fence Erectors

Spiral Wire Conveyors
Belting

Trade Mark Reg. :: Patented

1315 SOUTHEAST NINTH AVE., Corner of Main :: P. O. BOX 2068
PORTLAND, OREGON

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, FIRES, ACCIDENTS, DELAYS OF CARRIERS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR REASONABLE CONTROL. QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

Sold to Saxton-Looney & Risely as follows:

February 28, 1939

37	20 Rod rolls 939-12-12½ Fence 740 rods	@ 34.21C	253.15	
2	Kegs 1-1/2" Galv. staples	@ 4.45 keg	8.90	
19	Spools No. 52 Cattle Barb Wire	@ 3.09 spool	58.71	
100	pounds No. 9 galv. smooth wire	@ 4.15 C	4.15	
	Total			324.91

April 3, 1939

95	Pounds No. 9 Galv. smooth wire	@ 4.15 C	3.94	
	Total			3.94

May 15, 1939

77	pounds No. 9 galv. smooth wire	@ 4.15 C	3.20	
	Total			3.20
	Total of the above invoices			332.05

Received by check to apply on the above August 14, 1939	280.27
Balance Owing	51.78

Salem, Oregon
November 29, 1939

12-1008

Agreement with Saxton, Looney
and Risley re. Contract #2145.

Mr. S. H. Probert

Mr. H. G. Smith

Dear Sir:

Attached hereto is an executed copy of the agreement between the State Highway Commission and Saxton, Looney & Risley disposing of their claim for extra compensation arising out of their contract with the Commission for the furnishing of crushed rock, in stock piles, for the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, Contract No. 2145. I have sent one copy of this agreement to the contractor and have retained the original for the Commission's records and files.

Yours very truly,

HBG:MC

Secretary

encl.

November 29, 1939

Saxton, Looney & Risley,
Oak Grove, Oregon

Gentlemen:

Attached hereto is an executed copy of the agreement between yourselves and the State Highway Commission disposing of your claim for extra compensation arising out of Contract No. 2145, covering the furnishing of crushed rock, in stock piles, for the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway.

This copy of the agreement is for your records and files.

Yours very truly,

Secretary

HBG:MC

Form E-30-- Revised--25M--8-39

1939

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 16, 1939

Subject: Flat Creek-John Day Section
Claim for additional compensation

To: Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

With further reference to the claim of Saxton-Looney & Risley for additional payment on their Flat Creek-John Day maintenance materials project:

You will note from my letter of September 23 that I advised that they were working the pit at a very bad time of the year, when it was very difficult to clean the materials. I question whether at that time of year they could have cleaned the materials by any method so that they would have been satisfactory for acceptance. Probably the only way they could have manufactured suitable materials would have been to shut down until fair weather.

Inasmuch as it was a PWA project, you advised that the possibility of shutting down was very uncertain. Under these conditions, I believe the contractors are not without some justification in their claim for additional compensation and I will be willing to recommend and approve a settlement on the basis of 7¢ per cubic yard, but not on the 13½¢ per cubic yard basis which they originally requested.

If such claim is to be paid, shall I prepare the necessary price agreement or will Mr. Devers attend to it?

Very truly yours

H C Willi

H. C. WILLIAMS
Division Engineer

HCW:MA

SAXTON, LOONEY & RISLEY

Oak Grove Oregon

NOV 13 1939

12-1[illegible]

November 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On September 20th we returned unsigned the final estimate on Contract No. 2145 pending your action on our claim for additional compensation on this job.

On November 8th Mr. Saxton and myself discussed the matter of the claim with Mr. Baldock and Mr. Smith and we are of the opinion that some little time may elapse before a decision is made regarding the claim, therefore we are wondering if it would not be in order to issue us a post-estimate covering the amount involved in the claim in the event you decide we are entitled to anything. If this is agreeable and can be so handled we will appreciate your forwarding the original final estimate to us for our signature which we will be glad to sign with the understanding that it will not waive our rights to the claim as outlined above.

Our reason for making this request at the present time is prompted by our desire to releive ourselves of some of our obligations incurred on this job quite sometime ago.

Very truly yours,

SAXTON, LOONEY & RISLEY

by J. A. Risley

Final Voucher
mailed Nov. 20th

#2145

12-1008

October 23, 1939

Standard Oil Company of California,
Walla Walla, Washington.

Gentlemen:

Reference is made to your letter of October 19th concerning the Saxton, Looney & Risley contract No. 2145, Butte Creek-Summit, Branson Creek and Flat Creek-John Day Sections of the John Day Highway in Grant and Wheeler Counties.

You are advised that the above contract was completed July 18, 1939, and was accepted August 18, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2145

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
[redacted] L. M. BUSSERT
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

RECEIVED
OCT 20 1939

October 19, 1939

Saxton, Looney and Risley -
Job Number 25-41 -
Crushing and Stockpiling
Gravel - Fossil, Oregon.

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary.

Gentlemen:

It is our understanding that the above contractors have completed work of crushing and stockpiling gravel near Fossil, Oregon.

Our representative has reported the job as No. 25-41, however, inasmuch as we notice that the State contract numbers do not run as high as that figure at the present time, it is possible that this number is incorrect.

It would be appreciated if you would advise us the correct contract number for this work, and if the work has been completed and accepted, we would like to know the date of final acceptance.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA
R. T. VIVIAN, District Sales Mgr.

By A. E. Welcome
District Credit Man

EBG

EBG/rms

12-1008

September 25, 1939

Shell Oil Company,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of September 19th concerning the Saxton, Looney & Risley Contract No. 2145, Butte Creek-Summit and Branson Creek-Flat Creek Sections in Grant and Wheeler Counties.

You are advised that this contract was completed July 18, 1939, and was accepted August 18, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 19, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Saxton, Looney & Risley
Contract No. 2145

Will you kindly favor us with a progress report on the above indicated job. If the work has been finished, please state completion and acceptance dates.

Enclosed is stamped and addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

#2145

September 13, 1939

12-1-40 08

General Casualty Company of America,
Mansfield & Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2145, for the construction of the Butte Creek Summit and Branson Creek-Flat Creek Sections of the John Day Highway in Grant and Wheeler Counties, has been completed by the contractors, Saxton, Looney & Bisley, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $56,627.85, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 20, 1939, 193

Section Butte Creek Summit-Branson Creek & Flat Creek-John Day

Kind of work Crushing & stockpiling

Highway John Day

Section prefix 12-1008

Contractor Sexton, Looney & Risley

Contract number 2145

Date of contract Dec. 20, 1938, 193

Date of completion June 30, 1939, 193

Date work started Dec. 30, 1938, 193

Estimated date of completion ________, 193

Amount of contract $ 35286.00

Per cent of time elapsed ________%

Estimated cost of completed project, exclusive of engineering $ 36659.68

Per cent of contract completed, based on total contract price 104 %

Engineering cost to date, $ 2500.00, ________%

Date project was completed July 18, 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final estimate completed and sent off today.

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Condon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			70.39		
Miles partially completed			70.39		
Miles completed			70.39		
Total estimated quantities			20218		
Estimated quantities moved or placed to date			20218		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

Form E-30—25M—4-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
AUG 1 - 1939
STATE HIGHWAY COMMISSION

15-14[illegible]8

From: L.R.Chandler

To: Mr. R.H.Baldock State Highway Engr. Salem

NOTED
Highway Engineer

Subject: Report for W.P.A.purposes.

Contract No.2145 for the calendar month of July 1939.

Value of work completed during the calendar month ------------	$8313.00
Value of work during preceding months ---------------------------	28170.00
Total Value of all work completed to date ---------------------	36 483.00
Engineering costs during the calendar month ------------------	91.00
Engineering during the previous months ------------------------	2109.00
Total engineering costs to date --------------------------------	2200.00

Project: Butte Creek Summit- Branson Creek & Flat Creek -John Day Sections
P.W.A.Docket No. 1373-F Units B& D.

Very truly yours

L.R. Chandler

Resident Engineer

CC W.C.Williams.

REFERRED TO
RWB
Asst. State Highway Engineer

2145

RECEIVED
JUL 10 1939
FOR FILING

July 6, 1939

SAXTON, LOONEY & RISLEY
Oak Grove, Oregon

Gentlemen:

Reference is made to your letter of June 24, requesting an extension of time of thirty days on your contract, No. 2145, Butte Creek-Summit, Bransen Creek and Flat Creek-John Day Sections, in Grant and Wheeler Counties.

You are advised that before your application can be accepted by the Highway Commission, it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure such consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2145

July 7, 1939

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: Bond 17963 - Contract 2145
SAXTON, LOONEY & RISLEY,
Contractor - Contract for furnishing of crushed materials in stockpiles on Butte Creek-Summit-Branson Creek and Flat Creek-John Day Projects on John Day Highway in Wheeler and Grant Counties, Oregon

We, as surety, hereby consent to an extension of time to July 31, 1939, for the completion of the above captioned contract.

This extension of time in no way waives, alters or changes any of the provisions, terms or conditions of the bond given in connection with the above mentioned contract.

Yours very truly

GENERAL CASUALTY COMPANY OF AMERICA

By

L. W. Neff, Attorney-in-fact

N

file -
original in contract.

FORM S-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

XXXXXXXX
SALEM
Condon,Ore.

RECEIVED
MAY 22 1939
STATE HIGHWAY COMMISSION

12-10[illegible]

May.20,1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr.W.H.Lynch
District Engineer
U.S.Bureau of Public Roads
New Post Office Bldg.
Portland,Ore.

NOTED
Asst State Highway Engineer

Dear Sir;

Completed today (PWA 1373-F,Unit D) Flat Creek-John Day Section of contract No.2145.

Very truly yours,

L. R. Chandler
Resident Engineer

CC R.H.Baldock ✓
S.H.Probert
E.G.Smith
W.C.Williams

FORM 1-E-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED

April 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.

12-T008

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith:

NOTED

Dear Sir:

I am inclosing herewith price agreement #2, on the Butte Creek Summit-Branson Creek section, Project FAA 1373-F.

The price agreement covers the furnishing of 300 cubic yards of 1-3/4" - 3/4" crushed rock in stock pile, for use on the Mule Shoe Creek section.

The price per yard is the same as for other rock to be furnished on the contract. The price is reasonable as work involve in changing screens for this small amount of work does not justify a reduction in the per yard cost.

Very truly yours

Division Engineer

WCW V

Incls.

cc Mr. Baldock

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 28th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

In regard to the Flat Creek-John Day Maintenance Project on which the contractor requests permission to use material from a pit of his own selection instead of cleaning the refractory material in the state-owned pit.

The contractor, if he elects, may use his own material if it is satisfactory to the Highway Department, but it will be impossible for us to cooperate on the royalty. We have furnished a gravel pit and asked the contractors to bid upon it under certain specifications, and the use of another pit must be at the contractor's own option. We definitely will not reimburse him for the payment of royalty.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 5M 10-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 28th, 1939

2-1-39

Mr. W. P. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Authority is requested to increase the yardage on Saxton-Looney & Bisley's Contract No. 2145, P.W.A. Docket 1373-F (B & D), Butte Creek Summit-Branson Creek and Flat Creek-John Day, by the inclusion of 300 yards of 1¼" - 3/4" rock to be used for reconstruction on the Mule Shoe Creek Section of the John Day Highway.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
Highway Engineer

FORM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 28 [illegible]
[illegible] COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On the Flat Creek-John Day maintenance materials project the designated pit contains a considerable amount of sticky material. This material can be screened out in dry weather, probably, but as the pit is very wet now, it is doubtful if any good could be accomplished within the next month or so.

The contractor has made arrangements for the securing of river gravel about one-half mile from the designated pit and he wishes permission to use this material. In order to allow completion of the job on time, I recommend that he be given such permission, if the material is suitable. A sample of the material, H.D. No. 28890, has been forwarded to the laboratory and if approved, would appreciate your advising if the contractor may proceed with the use of this pit.

The contractor will haul the material at his cost to the designated pit where his crushing plant is set up, but he has agreed to pay 3¢ per yard for manufacturing material to the owner of the pit and he is asking that we relieve him of this cost. I question whether such payment can be made, as conditions at the designated pit are no different than when he bid, with the exception that materials will probably not be dry until early summer. Will you please advise at your early convenience if satisfactory to proceed with use of material from the alternate pit. The question of payment for the material, which would be about $270, may be determined later, but the contractor is now being advised that it is doubtful if any such payment can be made.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

VOTED
te Highway Engineer

cc R. H. Baldock ✓

FORM 5-M-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 1 on the Flat Creek-John Day maintenance materials project, contract No. 2145, PWA 1575-F.

This price agreement is to cover the construction of two small wooden bridges across irrigation ditches on hauling roads to stockpile sites. Under the terms of the contract it would be necessary that the contractor construct his own hauling road, but as far as the contractor is concerned, all he would need to do would be to do a small amount of grading work to permit him to cross the irrigation ditches at grade, as they are now dry. It is desirable for the State to have bridges installed for future use in securing maintenance materials from the sites.

The contractor has quoted a very low price for the construction of these bridges and I recommend that the price agreement be given approval.

Very truly yours

W. C. WILLIAMS
Division Engineer

W C W - MA

enc

cc R. H. Baldock
G.S. Paxson

FORM 8-M-1 8M 8-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 13, 1939

RECEIVED
FEB 14 1939
FOR FILING

[illegible]

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 14 [illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engr.

NOTED
Asst. State Highway Engineer

Dear Sir:

Owing to severe weather conditions Saxton, Looney and Risley have been forced to shut down work on the Butte Creek Summit-Branson Creek section of their PWA contract No. 2145.

It is expected that work will resume just as soon as weather permits.

Please advise if it is necessary for them to secure a approved shut down order when they are only idle at such time as deep snow and/or frost prevents carrying on of the work.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM 5-M-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 13 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1939
FOR FILING

12-100K

February 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Saxton, Looney & Risley
Contractors
Oak Grove, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. J. S. Risley

Gentlemen:

Replying to your letter of February 6 having reference to disposition of 3/4" to 0" rejection materials on the Flat Creek-John Day maintenance materials project:

Beg to advise that the specifications of your contract clearly indicate that screen rejections produced as a by-product of the crushing and screening operations performed in connection with the contract becomes the property of the State. It is further specified that if the engineer so orders, screen rejections shall be placed in stockpiles as specified in the standard specifications. This is covered both in the special and general provisions of your contract, as you will find indicated on page 6 of the special provisions and in section 16, page 58 of the standard specification form.

It is anticipated that the engineer will require the stockpiling of a certain amount of the screen rejections, especially the 1/8" to 0" size material resulting from the crushing operations. It is not intended that any of the 3/4" to 0" materials shall be stockpiled, as we do not consider them of sufficient value to warrant a special payment, as set forth in the provisions. They may, of course, be used by the State for certain purposes, but the right to do so is clearly indicated in the provisions.

It will be necessary that screen rejections which are not ordered placed in stockpiles are disposed of in accordance with the wishes of the contractor, but must remain within the limits of the State-owned gravel pit or quarry site.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock
H. G. Smith
L. R. Chandler

RECEIVED
FEB 9 1939
FOR F

12-1008

February 8, 1939

SAXTON, LOONEY & RISLEY
Oak Grove, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2145 which was awarded to you on December 20, 1938, by the State Highway Commission for the furnishing of crushed materials in stock piles on the Butte Creek Summit-Branson Creek and Flat Creek-John Day projects on the John Day Highway, in Wheeler and Grant Counties.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
FEB [illegible] 1939
FOR FI

February 8, 1939

GENERAL CASUALTY COMPANY OF AMERICA
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 2145 which was awarded to Saxton, Looney & Risley by the State Highway Commission on December 20, 1938, covering the furnishing of crushed materials in stock piles on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Projects on the John Day Highway, in Wheeler and Grant Counties.

Inasmuch as you are surety for the contractors on this job, this copy is being sent you for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 5M 7-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED

xxxxxxxx
Condon, Ore.
December 30, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
U.S. Bureau of Public Roads
New Post Office Bldg.
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir;

Work started yesterday on (P.W.A. No.1373-F, unit B), Butte Creek Summit-Branson Creek Project, contract No. 2145.

Work started today on (P.W.A. No.1373-F, unit D), Flat Creek-John Day Project, contract No. 2145.

Very truly yours,
L. R. Chandler
Resident Engineer.

CC R.H.Baldock ✓
S.H.Probert
H.G.Smith
W.C.Williams

RECEIVED
DEC 27 1938

2145

December 23, 1938

Saxton, Looney & Misley

Oak Grove, Oregon

Gentlemen:

We are sending to you today, by express, four copies of Contract No. 2145 which was awarded to you on December 20, 1938, for furnishing crushed materials in stock piles on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Wheeler and Grant Counties.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision of the contract on Page 21 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

cc - Mr. W. A. Reeves

P.S. - These contracts are being sent to you at Milwaukie as there is no express office at Oak Grove. Please call for them there.

FORM 0-2-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Butte Creek Summit-Branson Creek Section
& Flat Creek-John Day Section
Docket No. Oregon 1373-F, Units B and D

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway in Wheeler and Grant Counties, Docket Number Oregon 1373-F, Units B and D," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE BUTTE CREEK SUMMIT-BRANSON CREEK AND FLAT CREEK-JOHN DAY SECTIONS OF THE JOHN DAY HIGHWAY IN WHEELER AND GRANT COUNTIES, DOCKET NUMBER OREGON 1373-F, UNITS B AND D

WHEREAS, bids received for the construction of the Butte Creek Summit-Bransen Creek and Flat Creek-John Day Sections of the John Day Highway in Wheeler and Grant Counties have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Saxton, Looney, & Risley, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Butte Creek Summit-Bransen Creek and Flat Creek-John Day Sections of the John Day Highway in Wheeler and Grant Counties be and the same is hereby awarded to Saxton, Looney, & Risley, contractor, in the amount of Thirty-five Thousand Two Hundred Twenty-six &20/[illegible]ollars ($ 35,226.20), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

RECEIVED
DEC 22 1938

12-

December 21, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

[redacted]

The State Highway Commission on December 20, 1938, awarded you the contract for furnishing crushed rock and crushed gravel in stock piles on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties. This award was based on your low bid of $35,226.20 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM [illegible]

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible]

November 13th, 1938

IN REPLY PLEASE REFER TO FILE NO.

[illegible]

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

With reference to the Butte Creek Summit-Branson Creek project in Wheeler County, scheduled for the December 22nd letting, attached hereto you will find a blue print of Shelton Park in which you propose to locate stockpiles.

Will you please indicate on this map the proposed location of this site and return to this office for our transmittal to Mr. Boardman for approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

In connection with the Butte Creek Summit-Branson Creek maintenance materials project, I am submitting herewith special provisions, estimate of cost, project sketch map, statement of material sources and sketch maps, descriptions, statment of information regarding title and request to purchase two quarries and eight stockpile sites.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

✓ cc R. H. Baldock

FORM 2-M-1 1500 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 10 1938
STATE HIGHWAY COMMISSION

1938
FOR FILING

October 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith special provisions, estimate of cost, project sketch map, and statement of material sources for the Flat Creek-John Day P.W.A. Maintenance Materials project.

Data for acquisition of the gravel pit and all stockpile sites was submitted to your office several weeks ago.

After the stockpile sites and gravel pit have been purchased, I will furnish you with information relative to any fencing that should be included in the contract. I am unable to determine this until the options have been secured, as in many instances the grantors will construct their own fence.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

CONTRACT # 2446

19-1204 Lakeview Sec., Fremont & 1938
Klamath Falls-Lakeview Hwys.

2146

17-1314

December 6, 1939

Hon. Earl Snell
Secretary of State
Sate Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 5, enclosing three copies of a notice of claim by J. M. Baker, Klamath Falls, in the amount of $1,508.55, against Saxton, Looney & Risley, for powder, caps, and fuse furnished in connection with State Highway Contract No. 2146 for the furnishing of crushed rock in stock piles on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways, in Lake County, commonly known as the Lakeview Rock Production Project.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contracting firm and its surety, General Casualty Company of America.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

December 6, 1939

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State enclosing three copies of a notice of claim by J. M. Baker, Klamath Falls, in the amount of $1,508.55, against Saxton, Looney & Risley, for powder, caps, and fuse furnished them by the claimant in connection with the performance of State Highway Contract No. 2146, for the furnishing of crushed rock on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways, in Lake County, commonly known as the Lakeview Rock Production Project.

Inasmuch as you are surety for the contracting firm on this job, we are handing you herewith a copy of this notice of claim, for your information that you may give it due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 5, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information three copies of a notice of claim by J. M. Baker for $1508.55 against the bond taken from Saxton, Looney & Risley, principals, and General Casualty Company of America, surety, for work on the Lakeview Rock Production, poject, contract #2146, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

REFERRED TO
SECRETARY

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

DEC 6 - 193

December 5, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information three copies of a notice of claim by J. M. Baker for $1508.55 against the bond taken from Saxton, Looney & Risley, principals, and General Casualty Company of America, surety, for work on the Lakeview Rock Production, poject, contract #2146, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

REFERRED TO
SECRETARY

J. M. BAKER

P. O. Box 68 Concrete Materials Phone 1200

Pelican City Road

KLAMATH FALLS, OREGON

December 4, 1939

To Mr. Earl Snell
Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned J. M. Baker has a claim for powder, caps and fuse in the sum of One Thousand Five Hundred Eight and Fifty Five one hundredths dollars ($1,508.55) against the bond taken from General Casualty Company of America, Mansfield and Company agents, Saxton, Looney and Risley, principals for the work of State Highway Contract #2146, commonly known as the Lakeview Rock Production Project.

Signed:

J. M. BAKER

ENDORSED:

File No. 2847

Filed December 5, 1939
EARL SNELL, Secretary of State

#2146

19-1214

December 4, 1939

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Theodore R. Conn, Attorney, Lakeview, advising us of a claim by the town of Lakeview against Saxton, Looney & Risley for the use of water from the town's water system in connection with their performance of State Highway Contract No. 2146 which provides for the furnishing of crushed rock in stock piles on the Fremont and Klamath Falls-Lakeview Highways, in Lake County. The amount of the claim is not stated.

Inasmuch as you are surety for the contractors on this job, we are notifying you of this claim against them, that you may give it the requisite attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

December 2, 1939

Mr. Theodore R. Conn,
Wilcox Building
Lakeview, Oregon

Dear Sir:

I have just received your letter of November 30 advising that highway contractors Saxton, Looney & Risley are indebted to the town of Lakeview for water furnished them in connection with their contract involving the use of a gravel pit at the mouth of Bullard Canyon adjacent to the town of Lakeview.

I presume that you have reference to State Highway Contract No. 2146 which provides for the furnishing of crushed rock, in stock piles, for the Lakeview rock production project on the Fremont and Klamath Falls-Lakeview Highways, in Lake County.

In connection with this job the contractor was required to furnish a bond to insure the satisfactory completion of the project and to protect claimants for labor and/or material furnished. Such bond was written by the General Casualty Company of America, for whom Mansfield & Company are the local agents with offices in the Lewis Building, Portland. I would suggest that you file notice of your claim with the bonding company's agents and that you also file an affidavit of your claim with the Secretary of State, as required by the statutes. This procedure will probably help you in securing settlement.

For your information, Saxton, Looney & Risley are still located at Oak Grove, Oregon.

Yours very truly,

HBG:MC

Secretary

THEODORE R. CONN
ATTORNEY-AT-LAW
WILCOX BUILDING
LAKEVIEW, OREGON

RECEIVED
DEC 2 - 1939
STATE HIGHWAY COMMISSION

November 30, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

Last Spring the firm of Saxton Looney & Risley operated a gravel pit in the mouth of Bullard Canyon adjacent to the Town of Lakeview. It was found necessary to use water from the town's water system with which to wash the rock crushed and Saxton Looney & Risley agreed with the Water Superintendent to pay for this water.

Mr. Fisher, Water Superintendent for Lakeview, has billed Saxton Looney & Risley at Oak Grove Oregon for this water but has not received payment.

I would greatly appreciate it if you would advise me of the last address as shown by your files of this Firm so that I can formerly attempt collection of this account.

Very truly yours,

Theodore R. Conn

Town Attorney

ANSWERED
H. B. GLAISYER

#2146

11-12-4

November 29, 1939

Cascade Powder Co.
P. O. Box 68
Klamath Falls, Oregon

Attention: C. A. Bronson

Gentlemen:

Reply is made to your letter of November 27 with regard to your claim against Saxton, Looney & Risley, highway contractors.

Our records show that the State Highway Commission on December 20, 1938, awarded to Saxton, Looney & Risley the contract for the furnishing of crushed rock, in stock piles, for use in connection with the maintenance of the Fremont and Klamath Falls-Lakeview Highways, in Lake County. This was State Highway Contract No. 2146, commonly known as the Lakeview Rock Production Project. I believe this is the ontract to which you refer.

In connection with this job the contractor was required to furnish a surety bond to guarantee satisfaction of the project and to protect claims arising therefrom. This bond was written by the General Casualty Company of America, for whom Mansfield and Company are agents with offices in the Lewis Building, Portland. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with the provisions of Chapter 280, Laws of Oregon, 1931, a mimeographed copy of which is enclosed.

The records further disclose that this job was completed on May 31, 1939, and was accepted by the State Highway Commission on June 6, 1939. Final payment in connection therewith was made on July 18, 1939.

Yours very truly,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MC:ML

November 30, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of notice from the Cascade Powder Company, Klamath Falls, Oregon, that they have a claim, in the amount of $1,508.55, against Saxton, Looney & Risley for explosives furnished in connection with the performance of State Highway Contract No. 2164 for supplying crushed rock in stock piles for use in the maintenance of the Fremont and Klamath Falls-Lakeview Highways, in Lake County.

Inasmuch as you are surety for the contractor on this job, we are notifying you of this claim, that you may give it the necessary attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

CASCADE POWDER COMPANY

J. M. BAKER, PRES. • PHONE 1200 • P. O. BOX 68

E-X-P-L-O-S-I-V-E-S
Dynamite • Caps • Fuse
KLAMATH FALLS, OREGON

Nov. 2[illegible], 19[illegible]

[illegible] Highway [illegible],
[illegible],
Salem, Oregon.

Gentlemen,

[illegible], [illegible] have been [illegible] in [illegible], [illegible], purchased [illegible] explosives, [illegible] a bill of $1,5[illegible].55 [illegible] has [illegible]. We understand that [illegible] was completed [illegible] 1st., and while we have [illegible] to collect this account, we [illegible] unsuccessful.

[illegible] to file claim under their bond for the amount of this account, and we will appreciate [illegible] if this project was a State Highway project or if [illegible]. Any additional information [illegible] shall also be appreciated.

Yours truly,
Cascade Powder Company

By C.A. Bronson

[illegible]

ANSWERED
H. B. GLAISYER

#2146

July 20, 1939

LAKEVIEW MACHINE & IRON WORKS
Lakeview, Oregon

Attention Carl W. Peterson

Gentlemen:

This acknowledges your letter of July 14, advising us of your claim against Saxton, Looney & Risley in the amount of $9.80 for work on a shovel in connection witheState Highway Contract No. 2146 for furnishing crushed rock in stock piles on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways.

For the protection of claimants against them, this firm furnished a bond written by General Casualty Company of America, for whom Brisbine & Mansfield are local agents, with offices in the Lewis Building, Portland. We are today notifying them of your claim against their clients and you should do the same. If you fail to secure satisfaction through their office, you have recourse to law and should notify the Secretary of State of your claim within six months from the date of acceptance of the contract, June 6, 1939. A mimeographed copy of Chapter 280, Oregon Laws 1931, is enclosed for your guidance in this procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 20, 1939

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agent
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a notice from Lakeview Machine and Iron Works that they have a claim of $9.80 against Saxton, Looney & Risley for work on a shovel used in connection with the performance of Contract No. 2146 for furnishing crushed rock on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways, in Lake County. Please give this claim your attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

CARL W. PETERSON
"TWENTY-FOUR HOUR SERVICE"
JOHN LIENHARD

LAKEVIEW MACHINE & IRON WORKS
GENERAL MACHINE WORK - WELDING - BLACKSMITHING
PHONE 1542

LAKEVIEW, OREGON

RECEIVED
JUL 20 1939
OREGON
STATE HIGHWAY COMMISSION

July 14 1939

State Highway Commission
Salem Oregon

Gentlemen:

Saxton, Looney & Risley ,contractors, are indebted to us in the amount of $9.80. Will you kindly advise us if we may present this bill through the State Highway Department for collection as the above mentioned firm apparently ignore our statements and notes asking for payment. Our account is for work on a shovel that was used in moving rock after the main part of the work was finished here.

Thanking you for any assistance you may give I am,

Yours very truly
Lakeview Machine & Iron Works.
Carl W Peterson

Baldock

July 15th, 1939

COST ANALYSIS-FINAL REPORT

Fremont & Klamath Falls-Lakeview Highways, Lakeview Section
Rock Production Contract No. 2146 Prefix 19-1204
Saxton, Looney & Risley, Contractors
J. T. Burch, Resident Engineer

19-1204

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4-½ Cr. Rock in Stockpile	$9,102.80	4,172.6 cu. yd.	2.18	1.64	$6,843.06
½-¼ " " " "	8,739.13	4,005.9 " "	2.18	1.64	6,569.68
¼-1/8 " " " "	4,019.53	1,842.5 " "	2.18	1.64	3,021.70
Clearing & Grubbing S.P. Sites	152.41	100%			500.00
Leveling of Stockpile Sites	132.00	100%			250.00
Screen Rejections	177.18	708.7 cu. yd.		0.25	177.18
Hauling Screen Rejections	199.73	1,997.3 yd. mi.		0.10	199.73
Haul Adjustment		1,662 yd. mi.		0.10	166.20
	$22,522.78				$17,727.55

Total Cost	$22,522.78
Gross Revenue	17,727.55
Net Loss	$4,795.23

Net Loss Equals 27.0% of Gross Revenue

NOTED
State Highway Engineer

Lakeview Rock Production

Detail of Cost

Labor:			
Supervision		$856.63	
Labor		10,820.33	
State Industrial Accident Insurance		928.20	
Social Security & Unemployment Insurance		467.10	
			$13,072.26
Equipment Rental, Supplies & Miscellaneous:			
Equipment Rental		$4,672.50	
Hired Trucks		338.38	
Hired Equipment		1,347.50	
Gas, Oil & Grease		2,102.13	
Haulage Moving In		286.00	
Powder		1,528.87	
Small Tools, Supplies & Misc.		684.78	
Misc. Overhead Expense		135.00	
Bond	1% of Gross Revenue	177.28	
Home Office Expense	" " " "	177.28	
			11,449.72
Deduction:			$24,521.98
Sale of 1,293 cu. yd. to outside parties			1,999.20
			$22,522.78

Lakeview Rock Production

Breakdown of Cost of Crushed Rock in Bunker

	Cost	Quantity	Unit Cost
Move In & Set Up Plant	$2,108.97	12,028.7	$0.175
Develop, Drill & Shoot Quarry	5,021.18	"	0.418
Load Quarry Rock	2,399.26	"	0.199
Haul to Crusher	1,420.84	"	0.118
Crushing	6,612.32	"	0.550
Overhead & Proratables	1,693.67	"	0.141
Cost in Bunker	$19,256.24		$1.601

Quantities & Sizes of Crushed Rock

3/4 - 1/2	4,172.6
1/2 - 1/4	4,005.9
1/4 - 1/8	1,842.5
Screen Rejections	708.7
Sales to Outside Parties	1,299.0
	12,028.7

Lakeview Rock Production

REMARKS:

This contract consisted of the production of 9.900 cubic yards of crushed rock in stockpiles. It was bid December 20th, 1938; work was started December 30, and finished June 15th, 1939.

The quarry consisted of rock of massive character, which broke in large pieces. A primary charge of explosives in a coyote hole was used to bring the rock down, after which considerable secondary shooting was necessary. An old 3/4 cu. yd. capacity shovel was used to load the quarry material into trucks for transport to the crusher plant.

Erection of plant commenced on February 20th, and crushing operations were started March 21st, and finished May 13th. The plant was well constructed and while operating maintained an output from 22 to 27 cu. yds. per hour. It consisted of 3 crushers (12" gyratory primary, 28" & 20" gyratory reductions), 3 diesel engines (2 - PD 40's and 1 - 80 h.p. Atlas Imperial) and a 4 x 10 3-deck screen. When the plant began to operate the contractor resorted to the sluicing of the screen rejections into the creek. However, due to complaint of the City of Lakeview that creek channel was being filled, this method of disposal was discontinued, after which the material was hauled and wasted.

Considering the tough character of the rock, the job was handled proficiently. The rock was tougher than the contractor anticipated.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
JUL 6 1939
FOR FILING

13204

July 5, 1939

General Casualty Company of America,
Brisbine & Mansfield, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2146, for the construction of the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lake County, has been completed by the contractors. Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 15, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $17,727.55, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—7-36

EGON STATE HIGHWAY COMMIS N

RECEIVED

FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 3, 1939

Section Lakeview

Kind of work Crushed Rock in Stock Pile

Highway Fremont & Klamathfalls-Lakeview

Section prefix 19-1204

Contractor Saxton, Looney & Risley

Contract number 2146

Date of contract Dec. 20, 1938

Date of completion June 15, 1939

Date work started Dec. 30, 1938

Estimated date of completion May 31, 1939

Amount of contract $ 16986.

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $17756.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 990., 5.8 %

Date project was completed May 31, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on May 31.

Semi-final estimate mailed to Division Engineer on June 2.

NOTED
RAY WEBBER

NOTED
H. W. LIEB

Signed John T. Burch

Address Paisley, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

FORM 9-B-1 1M 4-38

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			34.55		
Miles partially completed					
Miles completed			34.55		
Total estimated quantities			9900		
Estimated quantities moved or placed to date			10013		
Average daily quantities			——		
Average daily quantities necessary to complete project on time			——		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			2		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Skilled Labor		1				
Men and teams	Intermediate Grade		1				
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear&Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM 5-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

RECEIVED
APR 28 1939
FOR FILING

April 25th
1939

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In answer to your telephone call of Friday, April 21st, concerning a complaint by the City Attorney of Lakeview I wish to advise that I had our contractor and the City Attorney, Mr. Koons, interviewed by Mr. Burch, our Resident Engineer, concerning the difficulty. I am attaching hereto a letter received from Mr. Burch in regard to the situation.

I will be in Lakeview the latter part of this week and will look into the matter personally.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 5-8-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

APR 6 -

IN REPLY PLEASE
REFER TO FILE NO.

NOTED

April 4th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith order for State Force Work on the LAKEVIEW ROCK PRODUCTION Project.

This is the site about which the controversy come up on our recent trip to Lakeview. I looked it over on the ground and believe this fence would be very beneficial in this case as it would present a little better appearance than was desired by the adjacent property owners.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 5-B-4 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 10 1939
OREGON
STATE HIGHWAY COMMISSION

March 9th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Resident Engineer Burch advises that no monthly estimate will be submitted on the LAKEVIEW ROCK PRODUCTION project, Saxton, Looney & Risley's Contract No. 2146, as less than $500.00 worth of work has been done this month.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
FEB 8 1939
FOR FILING

February 7, 1939

General Casualty Company of America
Brisbine & Mansfield, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2146 which was awarded to Saxton, Looney and Risley on December 20, 1938, for furnishing of crushed rock in stock piles for the Lakeview Rock Production Project on the Fremont and Klamath Falls-Lakeview Highways, in Lake County.

This is being sent to you inasmuch as you appear surety on the bond furnished by Saxton, Looney & Risley and is for your records and files.

Very truly yours,

Secretary

JMcF:AM

RECEIVED
FEB 8 1939
FOR FILING

February 7, 1939

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2146 which was awarded to you on December 20, 1938, for furnishing crushed rock in stock piles for the Lakeview Rock Production Project on the Fremont and Klamath Falls-Lakeview Highways, in Lake County. This is for your records and files.

Please call for this contract at the express office in Milwaukie, Oregon.

Very truly yours,

JMcF:AM

Secretary

FORM 5-3-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLA[illegible]ER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1939
FOR FILING

RECEIVED
JAN 12 1[illegible]
OREGON
STATE HIGHWAY COMMISSION

January 10th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are forwarding you herewith a letter from A. H. Saxton of the firm of Saxton, Looney & Risley, requesting permission to pay their employees by check under contract #2146.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Encl.

cc-Mr. R. H. Baldock ✓

2146

DEC 27 1938
FILING

December 23, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending to you today, by express, four copies of contract No. 2146 which was awarded to you on December 20, 1938, for furnishing crushed rock in stock piles on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways, in Lake County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 14 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM

Secretary

cc - Mr. W. A. Reeves

P.S.- These contracts are being sent to you at Milwaukie as there is no express office at Oak Grove. Please call for them there.

9.

FORM B-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Lakeview Section
Docket Number Oregon 1575-F, Unit A

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer
By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lake County, Docket Number Oregon 1375-F, Unit A," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE LAKEVIEW SECTION OF THE FREMONT AND KLAMATH FALLS-LAKEVIEW HIGHWAYS IN LAKE COUNTY, DOCKET NUMBER OREGON 1375-F, UNIT A

WHEREAS, bids received for the construction of the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lake County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Saxton, Looney, & Risley, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways in Lake County be and the same is hereby awarded to Saxton, Looney, & Risley, contractor, in the amount of Sixteen Thousand Nine Hundred Eighty-six & no/100 Dollars ($ 16,986.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

RECEIVED
DEC 22 1938
FOR FILE

12-12-4

December 21, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen

The State Highway Commission on December 20, 1938, awarded you the contract for furnishing crushed rock in stock piles on the Lakeview Section of the Fremont and Klamath Falls-Lakeview Highways, in Lake County. This award was based on your low bid of $16,986.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AH

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM S-D-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

19-17

RECEIVED
DEC 15 1936
STATE HIGHWAY COMMISSION

December 14th
1936

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the LAKEVIEW ROCK PRODUCTION PROJECT on the Fremont and Klamath Falls-Lakeview Highways in Lake County:

Item No.	Item			Unit Price	Amount
1.	3/4" - ½" Crushed Rock in Stockpile	4,350 cu. yds.	@	1.60	$ 6,960.00
2.	½" - 1/4" Crushed Rock in Stockpile	3,800 cu. yds.	@	1.60	6,080.00
3.	1/4" - 1/8" Crushed Rock in Stockpile	1,750 cu. yds.	@	1.60	2,800.00
4.	Clearing and Grubbing of Stockpile Site			Lump	240.00
5.	Leveling of Stockpile Sites			Lump	150.00
				Total Amount of Estimate	$ 16,230.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

FORM 8-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED 1938
FOR FILING

Production

December 5th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

With reference to the Lakeview Rock Production Project scheduled for letting on December 19th.

Our records indicate that we do not own the stockpile site located 200 feet east of M.P. 137.28. This property was sold to us on July 11th, 1935, and we reconveyed the property to the original owner on August 15th, 1935. This leaves a gap of approximately 12 miles between stockpiles, and it will probably be necessary to secure another site. If so, please prepare description and submit as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
H

cc to: R. H. Baldock

FORM 5-B-1 3500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 21 1938
OREGON
STATE HIGHWAY COMMISSION

November 18th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

~~Attention: Mr. H. G. Smith~~

Dear Sir:

In accordance with your request of the 16th instant we submit herewith the following data pertaining to the Fremont and Klamath Falls-Lakeview Highways rock production project, the name of which we have changed to LAKEVIEW ROCK PRODUCTION PROJECT covering the same sections on the Fremont and Klamath Falls-Lakeview Highways:

2 Copies, Special Provisions
3 Copies, Engineer's Estimate
3 Copies, Statement of Source of Materials
1 General Arrangement Map.

The fencing of stockpile sites is not recommended on this project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

Encl.

CONTRACT # [redacted] 2147

20-1204 Greenleaf-Cheshire Sec., 1938
Siuslaw Hwy.

20-1204

R.H. Baldock

Final Cost Analysis July 6, 1939
Greenleaf - Cheshire Rock Production
Siuslaw Highway in Lane County
Contract 2147 Prefix 20-1204
Eugene Sand and Gravel Co., Contractors
E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Crushed Material in Stockpile	9,074.68	4,526.7 CY	2.00	2.17	9,822.94
1/2"-1/4" " " " "	8,973.24	4,476.1 CY	2.00	2.17	9,713.14
1/4"-1/8" " " " "	3,016.73	1,504.6 CY	2.00	2.17	3,264.98
Clearing & Grubbing Stockpile Sites	833.93	100 %	833.93	700.00	700.00
Leveling Stockpile Sites	209.63	100 %	209.63	172.00	172.00
Woven Wire Fence	143.63	61.75 Rods	2.33	2.00	123.50
P. A. #1 Purchase Screen Rejections:					
1/8"-0" Crushed Material in Stockpile	511.01	254.9 CY	2.00	2.17	553.13
Haul Adjustment in Favor of State					- 115.58
	22,762.85				24,234.11

Gross Revenue	24,234.11
Total Cost	22,762.85
Net Profit	1,471.26

Net Profit Equals 6.07% of Gross Revenue

Contract 2147

Sub-Contracted Crushed Rock Haul Costs

Labor

Labor		4,042.64	
State Industrial Accident	4.95% of P/R	200.11	
Unemployment Compensation	3 % of P/R	121.28	
Old Age Benefit	1 % of P/R	40.43	
			$4,404.46

Miscellaneous

Truck Rent (Including Repairs)	3,461.63		
Gas Oil & Grease	3,297.95		
Garage Rent	73.90		
Insurance	40.00		
P.U.C. License	157.50		
Bond	143.00		
		$7,173.98	
Total Cost of Hauling			$11,578.44

Revenue

317,767.5 Yd. Mi. @ .045 Per Yd. Mi.	14,299.54

Gross Revenue for Hauling	14,299.54
Total Cost of "	11,578.44
Net Profit	$ 2,721.10

Net profit equals 19.03% of Gross Revenue

Contract 2147

Details of Cost

Labor

Supervision	580.90	
Labor	8,156.80	
State Industrial Accident	654.71	
Unemployment Compensation	262.13	
Old Age Benefit	87.38	
		9,741.92

Materials

Fence Material	46.45	
Crushed Material 10762.3 Cu. Yd. @ .60 less Payroll labor $4447.22	2,010.16	
		2,056.61

Miscellaneous

Equipment Rental (Includes Repairs)	201.80		
Truck Rental	6,597.13		
Gas, Oil & Grease	3,403.15		
Explosives	35.22		
Overhead Expense	242.34		
Home Office Expense	242.34		
Bond	242.34		
		10,964.32	
Total Cost			$22,762.85

Contract 2147

Remarks:

This is a P. W. A. Project and consisted of furnishing approximately 10,500 cubic yards of crushed material in stockpile. The contract was bid and awarded December 20, 1938. Work was started December 30 and completed April 18, 1939.

Crushed material was produced in the Contractor's commercial plant at Eugene at an estimated cost of 60 cents per cubic yard. This material was produced in conjunction with a railroad contract for balast rock which served to reduce the cost of crushing.

Hauling crushed material was sub-contracted at 4½ cents per yard mile. The average haul was 30.16 miles. Trucks hauled 4 cubic yards per load and accomplished the hauling in 4615½ truck hours, indicating an average speed of 35.3 miles per hour.

A low cost of crushed rock due to operation of a commercial plant by the Contractor and a very low cost of sub-contracted hauling made it possible to earn a small profit in spite of quite low bid prices.

E. H. CLYMER
Cost Analyst

By

M. G. Smith

RECEIVED
JUN 9 - 1939
FOR FILING

20-1209

2147

June 7, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2147, for the construction of the Greenleaf-Cheshire Section of the Siuslaw Highway in Lane County, has been completed by the contractors, Eugene Sand & Gravel Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 17, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $24,238.27, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-38

ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 13, 1939

Section Greenleaf-Cheshire

Kind of work Furnishing 10,500 Cu. Yds. Crushed Materials in Stockpiles

Highway Siuslaw

Section prefix 20-1204

Contractor Eugene Sand & Gravel Co.

Contract number 2147

Date of contract Dec. 20, 1938

Date of completion May 15, 1939

Date work started Dec. 30, 1938

Estimated date of completion April 18, 1939

Amount of contract $ 23,787.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 24,587.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 1274.10, 5 %

Date project was completed April 18, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

2 men, 3 days, completing semi final estimate. 1 man, 2 days, on semi final estimate.

Semi final estimate being forwarded to Division Office today.

-REPORT ON PERSONNEL-

Self in North Bend, Thursday and Friday, going over the projects with Mr. V. Coffey in preparation to take charge of work in the locality.

NOTED RAY WEBBER

NOTED H.W. LIBBY

NOTED VAN SCOY

Signed E. E. Umphlett

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5M 2-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 10th, 1939

NOTED

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I note laboratory reports on the Greenleaf-Cheshire job of the Eugene Sand & Gravel Company in which both the 1/4 - 1/8 and 3/4 - 1/2 have oversize in the product. There seems to be absolutely no reason for this as oversize material is rare on any of our contract jobs and must be due solely to carelessness.

We are having considerable difficulty in reaching the tolerance limit with respect to fines on several of the P.W.A. jobs; therefore, we do not wish to invite criticism on oversize material which apparently has no justifiable reason.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 , 8M ,8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR [illegible]

February 17th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. T. M. Davis.

Dear Sir:

Authority is requested to execute a price agreement with the Eugene Sand and Gravel Company for 275 cubic yards of 1/8" - 0 material stockpiled on the Greenleaf-Cheshire Section of the Siuslaw Highway, Contract 2147, P.W.A. Docket 1374-F.

Under a contract where material is furnished from a commercial plant, we do not retain any of the screen rejections. Material of this size will be needed for our paving work, and it is, therefore, requested that this order be approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
C. B. McCullough

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 14 1939
FOR FILING

RECEIVED
FEB 14 1939
STATE HIGHWAY COMMISSION

Feb. 13, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, for your consideration, a Price Agreement covering the furnishing of 1/8" - 0" crushed material in stock pile at mile point 45.90 on the Greenleaf-Cheshire Section of the Siuslaw Highway, Contract No. 2147.

Under the contract where material is furnished from a commercial plant, we do not have any right to take the screen rejections, and as we will need this material for our paving plant, it is requested that the Agreement be approved.

The sum of $600.00 has already been included in the financial set-up.

Very truly yours,

K. D. LYTLE
Division Engineer

encs
KDL:G

cc: Baldock

RECEIVED
FEB 8 1939
FOR FILING

February 7, 1939

Eugene Sand & Gravel Company
P. O. Box 607
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2147 which was awarded to you on December 20, 1938, for furnishing of crushed materials in stock piles on the Greenleaf-Cheshire Section of the Siuslaw Highway, in Lane County. This is for your records and files.

Very truly yours,

JMcF:Ad

Secretary

FORM E-A-1 [illegible] 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 10 1939
FOR FILING

Jan. 9, 1939

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 10 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Enclosed is the following data in connection with the proposed sub-contract of the hauling and stock piling on the Greenleaf-Cheshire Rock Production Project, Contract No. 2147:

5 Copies of Sub-contract
3 Copies of Sub-contractor's Non-Collusion Affidavit
3 Copies of Affidavit from State Industrial Commission
3 Copies of P. W. A. Form RD 7-1

Bryan DeBar, Insurance Agent, at Eugene, informed me by telephone this afternoon that he was sending the sub-contractor's insurance policy directly to your office. In connection with the same contract, we are also enclosing a letter from Eugene Sand & Gravel Company requesting permission to pay their employees by check.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

encs

RBS:C

cc: Baldock

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 5 - 19
OREGON
STATE HIGHWAY COMMISSION

Jan. 4, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst State Highway Engineer

Attention: S. H. Probert

Dear Sir:

Please furnish Resident Engineer Umphlette at Eugene with four copies of P. W. A. form RD7-1. The Eugene Sand & Gravel Company wish to sub-contract the hauling on Contract 2147, and these forms will be executed by the sub-contractor and submitted with the sub-contract for approval.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock

January 4, 1939

EUGENE SAND & GRAVEL COMPANY
Eugene, Oregon

Gentlemen:

We are returning to you by express four copies of Contract No. 2147 which was awarded to you for furnishing crushed material on the Greenleaf-Cheshire Section of the Siuslaw Highway, in Lane County.

Will you please have Mr. J. R. McKy sign both the agreement and the bond with Mr. H. B. Ruth, and return the copies to this office. This is requested for the reason that it is necessary for both partners to sign.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - C. Gardner

2147

RECEIVED
DEC 29 1938
FOR FILING

20-1204

December 29, 1938

EUGENE SAND AND GRAVEL COMPANY
843 Franklin Boulevard
Eugene, Oregon

Gentlemen:

We are sending to you today by express four copies of Contract No. 2147, which was awarded to you on December 20, 1938, for the furnishing of crushed materials in stock piles on the Greenleaf-Cheshire Section of the Siuslaw Highway, in Lane County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to Page 17 of the General Conditions, Part II, to the provision relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

cc - Bridge Department

FORM 5-E-1 1500 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

10.

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Greenleaf-Cheshire Section
Docket Number Oregon 1374-F, Unit C

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Greenleaf-Cheshire Section of the Siuslaw Highway in Lane County, Docket Number Oregon 1374-F, Unit C," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE GREENLEAF-CHESHIRE SECTION OF THE SIUSLAW HIGHWAY IN LANE COUNTY, DOCKET NUMBER OREGON 1374-F, UNIT C

WHEREAS, bids received for the construction of the Greenleaf-Cheshire Section of the Siuslaw Highway in Lane County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Eugene Sand & Gravel Company, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Greenleaf-Cheshire Section of the Siuslaw Highway in Lane County be and the same is hereby awarded to Eugene Sand & Gravel Company, contractor, in the amount of Twenty-three Thousand, Seven Hundred Eighty-seven Dollars ($ 23,787.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

Title

RECEIVED
DEC 22 1938
FOR FILING

20-1204

December 21, 1938

Eugene Sand & Gravel Co.
P. O. Box 607
Eugene, Oregon

Gentlemen:

The State Highway Commission on December 20, 1938, awarded you the contract for furnishing crushed rock or crushed gravel in stock piles on the Greenleaf-Cheshire Section of the Siuslaw Highway, in Lane County. This award was based on your low bid of $23,787 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 7 1938
FOR FILING

[illegible]

December 5th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

With reference to the Greenleaf-Cheshire Section scheduled for letting on December 19th.

Attached hereto you will find a sketch map of the park site in which it is proposed to locate a stockpile site. Will you please indicate on this map the location of the site and return to this office as soon as possible in order that we may secure approval from Mr. Boardman.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Roy Webber
H

cc to: R. H. Baldock

ORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

Const
Projects
Financing

November 29th, 1938

NOTED
Asst. State Highway Engineer

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Mr. VanScoy recently made an inspection of the rock quarries on the Siuslaw project and felt that your estimate was quite low and could only be obtained by the use of the gravel pit. Since you have eliminated the gravel pit, it will be possible to increase the unit pric es on the rock by about $0.20 and still not exceed the amount set up for the project.

Unless, therefore, you are very positive that you can obtain bids for the prices which you originally set up, I will increase the unit prices by $0.20 per cubic yard.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 8-A-4 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 16, 1938

RECEIVED
NOV 17 1938
OREGON
STATE HIGHWAY COMMISSION

Coast Projects
Highway
20-1204

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending herewith Specifications, in duplicate, for the Greenleaf-Cheshire Section of the Siuslaw Highway.

In these specifications, we have designated a stock pile site at 50.04 which is an old site we have been using for years but is within an area designated as a State Park. Inasmuch as this is an old site and the piling of material will not mar the beauty, I presume there will be no objection to using it.

We tried to find another site but this one extends along the road about three miles and the selection of another site would have unbalanced the haul.

Very truly yours,

K. D. LYTLE
Division Engineer

encs

KDL:G

cc: Baldock

CONTRACT # [redacted] 2148

23-1019 Juntura-Cairo Section
Central Ore. & John Day Hwys,1938

#2144

R H Balcock

December 4th, 1939

COST ANALYSIS-FINAL REPORT
Central Oregon & John Day Highways, Juntura-Cairo Section
Contract 2148, Prefix 23-1019
Chester T. Lackey, Contractor
Ed Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Preparation of Base	$2,312.85	34.52 Miles	67.00	65.00	$2,243.80
Mineral Aggregate in Place	12,117.55	5,911 cu. yd.	2.05	2.25	13,299.75
SC-6 Road Oil in Place	14,977.50	500.92 Tons	29.90	29.00	14,526.68
3/4"-1/2" Cr. Mat'l in S.P.	8,428.54	6,306.5 cu. yd.	1.336	1.35	8,513.78
1/2"-1/4" " " " "	8,383.55	6,272.83 " "	1.336	1.35	8,468.32
1/4"-0" " " " "	4,878.92	3,650.56 " "	1.336	1.35	4,928.26
Clear & Grub S.P. Sites	175.00	100%			100.00
Leveling of S.P. Sites	325.00	100%			150.00
Woven Wire Fence	825.65	571.5 Rods	1.45	1.40	800.10
" " Gates	117.00	13 Each	9.00	12.00	156.00
1/4"-0" Screen Rejections	233.33	933.3 cu. yd.	0.25	0.25	233.33
Hauling Adjustment	11.15	111.5 yd. mi.	0.10	0.10	11.15
	$52,786.04				$53,431.17

Gross Revenue	$53,431.17
Total Cost	52,786.04
Net Profit	$645.13

Net Profit Equals 1.2% of Gross Revenue

Juntura-Cairo Section

Detail of Cost

Labor:

Supervision	$1,226.00	
Labor	10,680.29	
State Industrial Accident Insurance	481.25	
Social Security & Unemployment Insurance	476.25	
		$12,863.79

Equipment Rental, Supplies & Misc.:

Equipment Rental	$6,800.00	
Hired Trucks	4,949.80	
Gas, Oil and Grease	3,101.05	
Explosives	540.00	
Fence Materials	445.15	
Small Tools, Repairs & Misc.	2,300.55	
Misc. & Overhead Expense	400.00	
Bond	534.31	
Home Office Expense	534.31	
		19,605.17

Sub-Contractor - Morrison-Knudsen:

Preparation of Base	34.52 Miles at 65.00	$2,243.80	
Placing Mineral Aggregate	5,911 cu. yd. at 0.60	3,546.60	
SC-6 Road Oil in Place	500.92 Tons at 29.00	14,526.68	
			20,317.08
			$52,786.04

Juntura-Cairo Section

REMARKS:

This contract consisted of the application of 34.52 miles of oil mat surface treatment and the furnishing of approximately 16,600 cu. yds. of crushed rock and crushed gravel in stockpiles. It was bid and awarded December 20th, 1938; work was started December 28th and finished June 30th, 1939.

The contractor brought in a small crushing plant which consisted of a No. 12 gyratory crusher, 2 - 3 x 8 screens, 2 diesel motors (1- 40 h.p. and 1 - 80 h.p.). Three sources of materials were designated and consisted of two gravel pits and one rock quarry.

Crushing operations at the gravel pit located near Vale were started February 2nd and finished March 11th. A considerable amount of fines was scalped out, and this consequently reduced the production of crushed material which averaged around 15 cu. yds. per hour while the plant was in operation. At this set-up a 40 h.p. cat and dozer were used to move the pit material to plant.

On March 27th, crushing operations were commenced at the gravel pit located near Harper. To produce clean materials at this set-up the contractor had to resort to washing out the scalped material and also re-wash on finishing screen. Production at this set-up averaged about 18 cu. yds. per hour. For bringing the gravel to the plant a stationary dragline and hoist were used.

The operation at the remaining set-up at M.P. 201 on the Central Oregon Highway was begun on May 30th and finished on June 30th. The rock quarry was composed of closely jointed rock which fragmented considerably when shot. An average of a little better than 20 cu. yds. per hour was maintained on this set-up.

The plant used on this job was not ideally suited for this type of work. If a larger plant had been brought in, it is possible that better coordination would have resulted and a greater production could have been maintained at about the same hourly operating cost.

The application of the oil mat surface treatment was sublet to Morrison-Knudsen Co.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

August 8, 1939

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Chester T. Lackey in connection with Contract No. 2148, for the construction of the JunturapCario Section of the Central Oregon and John Day Highways in Malheur County. This payment will be made on or after August 18th, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 338—5M—7-38

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1, 1939

Section	Juntura - Cairo	*Kind of work*	Rock production and oiling
Highway	Central Oregon	*Section prefix*	23-1019
Contractor	Chester T. Lackey	*Contract number*	2148
Date of contract	December 20, 1938	*Date of completion*	June 30 1939
Date work started	December 28 1938	*Estimated date of completion*	June 30, 1939
Amount of contract	$ 53,506.40	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 53,506.40

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2785.05, 5.20 % *Date project was completed* June 30, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this project on Friday of this week.

The contractor will be several days tearing down the plant and cleaning up.

The final estimate on this job will be submitted next week.

NOTED

NOTED
RAY WEBBER

NOTED

NOTED
VAN SCOY

Signed Edward Chudney

Address Vale Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			69.06	34.52	
Miles partially completed					
Miles completed			all	all	
Total estimated quantities			16,600	5,911	
Estimated quantities moved or placed to date			all	all	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			3		
Hours per shift			7		
Average force on project for week			25		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 2, Rollers 2, Mixers ...., Crushing or screening plants 1,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear and very warm all week no lost time		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 29, 1939

23-1019
2148

Mr. W. C. Williams
Division Engineer
Highway Department
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Gram, State Labor Commissioner, advises that Mr. Clare A. Fleetwood has filed a complaint with his office concerning hours and rates of pay on the Juntura-Cairo Section Project for which Chester T. Lackey has the contract. Mr. Fleetwood states in his complaint that he was hired as a caterpillar driver at $1.00 per hour and that in February he worked 164 hours and received $93.75 in wages. He also states that up to the 25th of March he had worked 196 hours in that month, and that the foreman had told him he was to be paid on a monthly rate at $125.00 per month. This complaint further states that he has twice brought this to the attention of the engineer without action. The contract on this project provides for an eight hour day and not more than forty hours per week. It further provides on page 23 of the General Conditions, Part II, that no person shall be employed as a laborer on any other basis than a fixed rate per hour. The wages specified for caterpillar drivers vary with the type of equipment, but I presume that the $1.00 per hour rate is applicable to the equipment which he is operating.

Will you please have this matter investigated and let me have a complete report of conditions.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
CC H. G. Smith ✓
E. F. Chidsey

FORM S-M-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
MAR 14 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 16 1939

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

3-1019 Div

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to your letter of March 4 with which you submitted a copy of a letter from the Bureau of Public Roads relative to certain aggregates produced on PWA docket 1575-F which did not meet specifications.

Five report numbers were listed in the letter, which we find included two in the Roseburg and Bend divisions. The three reports for this division had to do with materials produced on the Hermiston rock production project and the Juntura-Cairo project.

On the Juntura-Cairo project, some of the materials did not pass specifications in that they were not 100% fractured. These materials were the result of the first crushing operations and they were not placed in the stockpiles. The materials were spread as a base on which to construct the stockpile. As soon as adjustments were made to the crushing plant so that the materials passed specifications, the materials were placed in stockpile. There were some later materials that did not pass screening specifications and these were kept isolated until completion of the job and they are now being rescrened. I refer you to the weekly report of Resident Engineer Edward Chidsey for the week ending March 11.

On the Hermiston rock production project the same procedure was followed in that no materials that did not pass grading specifications were allowed to go into stockpiles proper. A very careful field check is made on the contractor's rock production and any time a field screen test shows the materials as not being satisfactory, the contractor is immediately ordered to cease operations and make plans to eliminate any inferiority of materials.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc-R. H. Baldock

FORM 8-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1939
FOR FILING

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

2148

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Mr. Chester T. Lackey, contractor on the Juntura-Cairo PWA project has requested permission to sub-contract the oiling work to Morrison & Knudsen Company of Boise, Idaho. I recommend that approval be given this sub-contract.

I am enclosing for your inspection five copies of the sub-contract, to which are attached R.D. Form No. 7-1 and non-collusion affidavits. Also, submitted herewith are the public liability and property damage insurance policies and affidavit of the Industrial Accident Insurance Commission.

If these sub-contracts are approved, kindly return four copies to this office for distribution to the contracting parties, the resident engineer and division office files.

NOTED
State Highway Engineer

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

✓ cc R. H. Baldock
G. S. Paxson

RECEIVED
JAN 30 1939
FOR FILING

2148

January 28, 1939

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2148 which was awarded to you on December 20, 1938, for oiling and furnishing crushed material in stock piles on the Juntura-Cairo Section of the Central Oregon and John Day Highways, in Malheur County. This is for your records and files.

Very truly yours,

JMcE:AM

Secretary

2148

RECEIVED
DEC 29 1938
FOR FILING
23-1019
2148

December 29, 1938

Mr. Chester T. Lackey
Ontario, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2148 which was awarded to you on December 20, 1938, for the oiling of and the furnishing of crushed material in stock piles on the Juntura-Cairo Section of the Central Oregon and John Day Highways, in Malheur County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 27 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

cc - Bridge Department

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

11.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
JAN 24 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 21, 1938

#2148

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Juntura-Cairo Section
Docket No. Oregon 1373-F, Unit 2

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Juntura-Cairo Section of the Central Oregon and John Day Highways in Malheur County, Docket Number Oregon 1373-F, Unit E," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

E-1 180

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE JUNTURA-CAIRO SECTION OF THE CENTRAL OREGON AND JOHN DAY HIGHWAYS IN MALHEUR COUNTY, DOCKET NUMBER OREGON 1373-F, UNIT E

WHEREAS, bids received for the construction of the Juntura-Cairo Section of the Central Oregon and John Day Highways in Malheur County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Chester T. Lackey, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Juntura-Cairo Section of the Central Oregon and John Day Highways in Malheur County be and the same is hereby awarded to Chester T. Lackey, contractor, in the amount of Fifty-three Thousand Five Hundred Six & 40/100 Dollars ($ 53,506.40), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____

Title

RECEIVED
DEC 22 1938
FOR F

23-1012
2148

December 21, 1938

Mr. Chester T. Lackey

Ontario, Oregon

Dear Sir:

The State Highway Commission on December 20, 1938, awarded you the contract for 34.52 miles oiling and furnishing crushed rock and crushed gravel in stock piles on the Juntura-Cairo Section of the Central Oregon and John Day Highways, in Malheur County. This award was based on your low bid of 53,506.40 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

CONTRACT# 2147

124-1015 Shaw Junction-Gates Sec.
Silver Crk.Falls-North Santiam Hy 1938
2149

124-1015

November 15, 1939

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

In response to your inquiry of November 14th you are advised that the E. C. Gerber contract No. 2149, Shaw Junction-Gates Section in Marion County, was completed August 2, 1939. This contract was accepted September 27, 1939.

Final payment will be made in about ten days and will be in amount of $5,952.86.

Very truly yours,

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S.W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
NOV 15 1939
STATE HIGHWAY [illegible]

November 14, 1939

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. J. M. Mc Farland

Re: Contract 2149
Silver Creek Falls and North
Santiam Highways - Marion County

Gentlemen:

Contract on the above was awarded to E. C. Gerber of Oregon City, whom we have been supplying with our products.

We will be interested in knowing what percentage of the work has been completed and what percentage of the amount of the contract has been paid to Mr. Gerber. If the latter information is not available to us, please then merely advise the percentage of work completed.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:LS

FORM 3031

124-114

November 3, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2149, for the construction of the Shaw Junction-Gates Section of the Silver Creek Falls and North Santiam Secondary Highways in Marion County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 13, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $37,060.92, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

September 25th, 1939

COST ANALYSIS-FINAL REPORT

124 - 1015

Shaw Junction-Gates
Silver Creek Falls & North Santiam Highways
Grade, Surface, Oil and Rock Production

E. C. Gerber, Contractor
Prefix 124-1015

H. S. Swart, Resident Engineer
Contract #2149

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$140.89	All			$300.00
Trench Excavation	19.79	20.1 cu. yd.	0.98	1.00	20.10
Single Class Excavation	1,230.72	6,093.0 " "	0.20	0.25	1,523.25
Truck Haul	13.52	81.0 yd. mi.	0.17	0.16	12.96
Finish Roadbed & Slopes	240.16	1.8 mi.	133.42	300.00	540.00
12" Corr. Iron Pipe	406.35	430 lin. ft.	0.94	1.00	430.00
15" Concrete Pipe	6.00	6 " "	1.00	1.00	6.00
18" " "	68.64	54 " "	1.27	1.25	67.50
48" " "	55.19	8 " "	6.90	7.00	56.00
3"-0" Screened Gravel in Surf.	4,812.19	4,047 cu. yd.	1.19	1.00	4,047.00
1"-0" Crushed Mat'l. " "	3,337.33	1,794 " "	1.86	1.75	3,139.50
Sprinkling	378.45	399.1 M-Gal.	0.95	1.50	598.65
3/4"-½" Cr. Mat'l. in S.P.	2,691.26	1,774.9 cu. yd.	1.516	1.50	2,662.35
½"-¼" " " " "	2,693.77	1,776.5 " "	1.516	1.50	2,664.75
¼"-1/8" " " " "	2,514.70	1,658.4 " "	1.516	1.50	2,487.60
Clear & Grub S.P. Sites	113.37	All			150.00
Level S.P. Sites	52.94	"			75.00
Woven Wire Fence	246.94	157.71 rods	1.56	1.60	252.34
" " Gates	30.00	3 each	10.00	12.00	36.00
Preparation of Base	246.86	5.58 miles	44.24	100.00	558.00
Mineral Aggregate	9,679.57	2,599 cu. yd.	3.724	3.35	8,706.65
RC 3 in Seal	1,203.79	63.411 tons	18.98	17.00	1,077.99
Light Tar in Binder	1,839.15	117.3 "	15.68	16.50	1,935.45

NOTED

Shaw Junction-Gates

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Tar in Place	$2,335.26	148.5 tons	15.72	16.50	$2,450.25
Screen Rejects	461.00	1,844.0 cu. yd.	0.25	0.25	461.00
" " Haul	248.00	3,999.0 yd. mi.	0.06	0.10	399.00
PA #1 1"-0" Cr. Gravel	479.64	464.8 cu. yd.	1.03	1.00	464.80
3/4"-$\frac{1}{2}$" & $\frac{1}{2}$"-$\frac{1}{4}$" Rock Crushed in Excess of Necessary Quantities (Estimated Value)	2,135.29	1,959.5 cu. yd.	1.09	0.85	1,665.57
	$37,681.27				$36,787.71

Total Cost	$37,681.27
Gross Revenue	36,787.71
Net Loss	$893.56

Net Loss Equals 2.4% of Gross Revenue

Shaw Junction-Gates

Detail Cost of Handling Rock

	Cost	Total Yardage	Cost per Cu. Yd.
Overhead Expense	$1,046.01	16,074.1 cu. yd.	$0.065
Move In and Set Up	2,539.32	12,027.1 " "	0.21
Load & Haul to Plant	2,479.11	16,074.1 " "	0.154
Crush	5,465.52	12,027.1 " "	0.454
Haul	9,174.24	154,885 yd. mi.	0.059
Handle Base Rock on Road	1,205.62	5,841 cu. yd.	0.206
Stockpile Maintenance Rock	290.42	5,209.8 " "	0.055
Placing Mineral Aggregate for Oiling	4,114.33	2,599.0 " "	1.58

Quantities

Screened 3" - 0" Gravel	4,047.0 cu. yd.
Crushed 1" - 0" "	2,258.8 " "
" Stockpile Materials	7,169.3 " "
Mineral Aggregate	2,599.0
Total	16,074.1 cu. yd.
Total Crushed	12,027.1 " "

Detail Cost of Oiling

	Cost	Unit Cost
Overhead Expense	$214.15	$0.65 per Ton
Move In and Set Up	269.90	0.82 " "
Traffic	115.12	0.35 " "
Heat, Haul and Spread		
RC 3 63.411 tons	383.00	* 6.03 " "
Tar #1 117.3 tons	383.00	3.26 " "
" #2 148.5 "	491.80	3.31 " "
Cost of Oil Delivered		
Tar		10.60
RC 3		11.10

* Sabotage increased all oiling costs, particularly RC 3 as gravel, gunny sack and leather were placed in the distributor the day the RC 3 was to be placed.

Shaw Junction-Gates

Detail of Cost

Labor:

Supervision	$752.00	
Labor	10,651.99	
State Industrial Accident Insurance	504.37	
Unemployment & Social Security	456.15	
Public Liability & Damage	124.04	
		$12,488.55

Materials:

12" Corr. Iron Pipe	430	lin. ft.	at $0.77	$331.10	
" " " " Bands	21		" 0.94	19.74	
15" Concrete Pipe	60	lin. ft.	" 0.64	38.40	
18" " "	54	" "	" 0.90	48.60	
48" " "	8	" "	" 5.55	44.40	
Stockpile Fence)					
" " Posts)				115.97	
" Corner Posts)					
RC 3 Road Oil	63.411	tons	" 9.50	602.40	
Frt. on RC 3 at $1.60 per ton				101.46	
Tar	265.8	tons	" 10.60	2,817.48	
					4,119.55

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$10,010.75	
Gas, Oil and Grease	4,491.31	
Hired Trucks	2,188.55	
Small Tools & Misc. Supplies	2,028.54	
Main Office Expense	1,100.00	
Hired Equipment	486.11	
Bond	341.30	
Lumber	240.66	
Public Utility Commission	155.94	
		21,043.17
Total Cost		$37,651.27

Shaw Junction-Gates

REMARKS:

This P.W.A. financed contract was bid and awarded December 20, 1938. The plant set-up was started December 28th; crushing was begun March 29, 1939, and the rock production was completed May 6th. Oiling was started July 21st, and the job was finished August 2nd.

The work consisted of grading, surfacing and oiling 1.8 miles of the Shaw Section of the Silver Creek Falls Highway, surfacing and oiling 3.78 miles on the Mill City-Gates Section of the North Santiam Highway and production of 5,210 cu. yds. of maintenance rock.

The grading was very easy work. A 60 h.p. tractor and dozer, a carryall scraper and a power blade were used.

The crushing plant was erected on the south side of the North Santiam River adjacent to the Stayton bridge. This necessitated an average haul of 10.95 miles to the Shaw Section, 20.23 miles to the Mill City Section and an average of 8.37 miles on the stockpiled maintenance materials.

The plant set-up was begun December 28th, and was not completed until March 28th, although from three to eight men were steadily employed. Crushing was then started March 29th, and the rock was all out by May 6th. Gravel was excavated from the bar with a 3/4 cu. yd. shovel and hauled to the plant in two and three 1½-ton trucks. The gravel first passed over a combination grizzley and feeder that scalped out 1½" - 0" materials. These were stockpiled at the plant and were used as the 3" - 0" base material for the Shaw Section. The remaining material was then crushed for the various sized aggregates. Equals quantities of 3/4" - ½", ½" - ¼" and ¼" - 1/8" rock were specified in this contract. It is virtually impossible, however, to balance the production where ¼" - 1/8" rock is called for so it was necessary for the contractor to crush an extra 1,959 cu. yds. of 3/4" - ½" and ½" - 1/4" rock so as to produce the specified amount of ¼" - 1/8" rock. This extra material was stockpiled in Stayton by the contractor for future sale and an allowance of $0.85 per cu. yd. has been made in this report. A grand total of 23,067 cu. yds. were brought to the plant; however, 9,196 cu. yds. of 1½" - 0" or 40% was scalped out, and another 1,844 cu. yds. of 1/8" - 0" was rejected. In actual crushing the plant produced 2,259 cu. yds. of 1" - 0" in 96 hours for an average of 24 cu. yds. an hour and 9,768.3 cu. yds. of 3/4" - ½", ½" - ¼" and ¼" - 1/8" rock were crushed in 476 hours for an average of 20.52 cu. yds. an hour. Of the total of 9,196 cu. yds. of 1½" - 0" rock scalped out, however, 4,047 cu. yds. were used as base materials on the Shaw Section and only 5,149 cu. yds. were actually lost. The plant consisted of a 15" x 36" jaw crusher, a 28" gyratory crusher, two 4' x 8' vibratory screens, 1 - 125 h.p. diesel motor and 1 - 65 h.p. diesel motor. A ½ cu. yd. shovel was used part time to load out stockpile materials at the plant.

About one day's oiling time was lost while shooting the second seal coat because someone placed sand, gravel, strips of gunny sack and leather in the distributor. This increased the cost of the RC 3. An average of 23.9 tons of RC 3 were shot per hour; whereas, 44 tons per hour were averaged while shooting Gasco #1 and #2. The boiler and retort were set up at Aumsville, and from two to three 1,100 gallon tenders were used to transport the oil to the job. A 1,500 gallon distributor was used to spread the oil. Rock was loaded out of the stockpiles with a ½ cu. yd. shovel and was hauled in 5 - 1½-ton trucks. The street work was done with two power blades and 2 - 10-ton rollers.

Shaw Junction-Gates

Remarks - 2.

Although this contractor was $5,742 lower than the second bidder, it would have been possible to make a small profit if the plant set-up and rock production had received the contractor's full attention.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED

2149

124-1015

October 16, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin C. Gerber in connection with contract No. 2149, Shaw Junction-Gates Section of the Silver Creel Falls and North Santiam Secondary Highways in Marion County. This payment will be made on or after October 26, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 6-A-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 20, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
SEP 28 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Herewith is my explanation for over-runs and/or under-runs of Semi Final estimate quantities on the Shaw Junction - Gates Project on the Silver Creek Falls and North Santiam Highways, Contract No. 2149, Project No. 124-1015:

TRENCH EXCAVATION: Under-run as an allowance of 10 cu. yds. was made on the preliminary estimate. The Semi Final Estimate was 0.1 cu. yds. more than the net quantity on the preliminary estimate.

TRUCK HAUL: Under- run was due to change of location of balance points during construction.

12" CORRUGATED IRON PIPE: Over-run was caused by placing 12" corrugated iron pipe at drive entrances for two stockpile sites and additional drive entrances on the Shaw Section which were not included in the preliminary plans.

18" CONCRETE PIPE: Over-run, as it was necessary to install 18" concrete pipe in drive entrance at Station 40+ 40, where 12" pipe would have been too small to carry the drainage. 18' of 18" pipe was used.

FILLER: Under-run. No filler was required. The base course surfacing contained natural filler.

FILLER HAUL: Under-run, for the same reason as given for filler.

SPRINKLING: Over-run, due to extremely dry weather conditions, requiring the use of more water in connection with the construction of the surfacing.

3/4" - ½" CRUSHED MATERIALS IN STOCKPILE: Over-run as a surplus of this material was produced and placed on the stockpile site at Mill City. This surplus was acquired for State use.

WOVEN WIRE FENCE: Under-run. Evidently the amount of fence required was over estimated in the preliminary estimate.

Very truly yours,

H. S. Swart.

H. S. Swart
Res. Const. Eng'r.

KS/DBP

RECEIVED
SEP 28 1939
DIVISION ENGINEER
DIVISION NO. 2

FORM S-A-1 5M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

124-1015

August 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

124-1015

Mr. E. C. Gerber,
Contractor,
Oregon City, Oregon.

Dear Sir:

The official completion date of your Shaw Junction-Gates contract No. 2149 is August 2nd, so it will be necessary to submit a request for extension of time, with the written consent of your surety, from July 30th to August 2nd. Please submit the request for extension of time at your early convenience, so it will not be necessary to delay payment of your final estimate.

Yours very truly,

F. B. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. H. S. Swart
Mr. S. H. Probert
Mr. H. B. Glaisyer

2149

RECEIVED
1939
FOR FILE

134-1815

August 11, 1939

General Petroleum Corporation of California,
815 S. W. Alder Street,
Portland, Oregon.

Attention: George Ritter.

Gentlemen:

Reference is made to your letter of August 1st concerning the Edwin C. Gerber, Contract No. 2149, Shaw Junction-Gates Section in Marion County.

You are advised that this contract is approximately 98% complete, and will probably be completed about August 15th.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

RECEIVED
AUG 2 - 1939
STATE [illegible] MISSION

August 1, 1939

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

E. C. GERBER
OREGON CITY, OREGON

Gentlemen:

Mr. E. C. Gerber of Oregon City was awarded contract number 2149 for grading and surfacing highways in Marion County, and we would like to know at this time if this work is entirely completed.

If not completed, please advise the approximate percentage of work yet to be done. If work is completed and accepted by you, please advise completion date.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:GGT

Aug. 15

FORM 3031

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1939

Section	Shaw Junction-Gates	*Kind of work*	Grading, Surfacing, Oiling & Rock Production
Highway	Silver Creek Falls & North Santiam	*Section prefix*	124-1015
Contractor	Edwin C. Gerber	*Contract number*	2149
Date of contract	December 20, 1938	*Date of completion*	July 30, 1939
Date work started	December 29, 1938	*Estimated date of completion*	August 10, 1939
Amount of contract	$ 32,574.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 32,680.40

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date, $ 2125.14, 6.50 %

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The oiling work was completed on this contract Wednesday A.M. August 2nd. The contractor will keep a power broom on the project and maintain the oil mat until about August 10th.

C. S. Daniel, Street Inspector and T. J. Towson Jr., Material Inspector, reported back to Mr. B. O. Johnson at Mc Minnville upon completion of the oiling work.

NOTED
RAY WEBBER

RECEIVED
AUG 7 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.8	1.8		5.58	
Miles partially completed					
Miles completed	1.8	1.8		5.58	
Total estimated quantities		5,800		328	
Estimated quantities moved or placed to date		5,841		328	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				2	
Hours per shift				7	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	22					3	25
Men and teams							
Men and trucks under 3 tons	5						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers Distrubutor-1. Tenders-3. Power Broom-1.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 30	Warm		
Monday 31	"		
Tuesday 1	Hot		
Wednesday 2	"		
Thursday 3	Sultry		
Friday 4	"		
Saturday 5	Fair.		

STATE PRINTING DEPT.

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 4th, 1939

REFERRED TO
Mr. Smith
by State Highway Engineer
See me.

Mr. E. C. Gerber
Contractor
Oregon City, Oregon

Dear Sir:

Your operations on the Shaw Junction-Gates Section have not been in conformity with our contract in that the payrolls have not been submitted on time, and the workers have not been obtained or certified by the local employment agency designated by the U. S. Employment Service.

Your contention that you are entitled to hire as many foremen on the job as you are willing to pay has no bearing in the matter, as these foremen cannot be used as workers.

I am unwilling to have you start actual construction operations on this job unless definite arrangements are made to comply with our contract. You are hereby ordered, therefore, to start no crushing operations until your crew has been reorganized to consist of a reasonable amount of common labor in proportion to the number of foremen and until arrangements are made to submit the payrolls on the proper date. No rock will be received in stockpiles or permitted on the road until you have discussed this matter either with me or the Division Engineer and obtained authority to proceed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
G. S. Paxson
F. D. Eason
H. S. Swart
Bureau of Public Roads

RECEIVED
FEB 11 1939
FOR FILING

February 10, 1939

Mr. Edwin C. Gerber
Oregon City, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2149 which was awarded to you by the State Highway Commission on December 20, 1939, by the State Highway Commission, covering the grading, surfacing, and oiling of and the furnishing of crushed materials in stock piles on the Shaw Junction-Gates Project on the Silver Creek Falls and North Santiam Highways, in Marion County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
1 1939
PORTLAND

January 31st, 1939

Mr. K. S. Swart
Resident Engineer
C i t y

NOTED
Asst State [illegible]

Dear Sir:

With reference to the Shaw Junction-Gates Project, Contract No. 2149, P.W.A. Docket No. 1372-F (D), Marion County.

On this date, two men called to complain of conditions on the above job. These men were discharged by the contractor, and according to their statement were not given proper consideration before being released. However, I do not question the contractor's authority to release any of his men, although these men state that Mr. Gerber has in his employ on this project several men who are not certified by the Employment Service as required in the contract. Also, one of the men, Mr. George Powers, states that he went to work on December 28th or 29th, and that he received his first check on January 17th, his second on January 27th, and was discharged on January 30th, receiving another check. If this is true, this is a violation of the contract.

The specifications that all workmen must be certified by the Employment Service before being employed on the project, and payment of wages must be made each week are as important as any other specification in this contract.

Please investigate these conditions, and if men are found who are not certified by the Employment Service have them discharged immediately. As to the payment of wages, you are the engineer on the job and could investigate this angle by talking to some of the workmen. If payment to employees is not properly made, please advise this office at once. I will try to visit this job in the near future and lend what assistance I can in the matter.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock ✓
F. D. Mason

2149

RECEIVED
DEC 29 1938
FOR FILING

124-1015

December 27, 1938

Mr. Edwin C. Gerber
Oregon City, Oregon

Dear Sir:

We are sending to you today by express four copies of Contract No. 2149 which was awarded to you on December 20, 1938, for the grading, surfacing, and oiling, and the furnishing of crushed materials in stock piles on the Shaw Junction-Gates Project on the Silver Creek Falls and North Santiam Highways, in Marion County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 32 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:MBL

cc - Bridge Department

FORM B-C-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

12

RECEIVED
JAN 24 1939
FOR FILING

124-

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Shaw Junction Gates Project
Docket Number Oregon 1372-F, Unit D

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Shaw Junction-Gates Project on the Silver Creek Falls and North Santiam Highways in Marion County, Docket Number Oregon 1372-F, Unit D," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE SHAW JUNCTION-GATES PROJECT ON THE SILVER CREEK FALLS AND NORTH SANTIAM HIGHWAYS IN MARION COUNTY, DOCKET NUMBER OREGON 1372-F, UNIT D

WHEREAS, bids received for the construction of the Shaw Junction-Gates Project on the Silver Creek Falls and North Santiam Highways in Marion County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Edwin C. Gerber, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Shaw Junction-Gates Project on the Silver Creek Falls and North Santiam Highways in Marion County be and the same is hereby awarded to Edwin C. Gerber, contractor, in the amount of Thirty-two Thousand Five Hundred Seventy-four Dollars ($32,574.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

RECEIVED
DEC 22 1938
FOR FILING

124-1015

December 21, 1938

Mr. Edwin C. Gerber

Oregon City, Oregon

Dear Sir:

The State Highway Commission on December 20, 1938, awarded you the contract for 1.8 miles grading, 1.8 miles surfacing, 5.58 miles oiling and furnishing of crushed rock or crushed gravel in stock piles on the Shaw Junction-Gates Section of the Silver Creek Falls and North Santiam Highways, in Marion County. This award was based on your low bid of $32,574 based on the use of tar.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)

CONTRACT [redacted] 258

25-1202 Gilliam Co.Line-Ione & Hermiston Sec.
Ore-Wash, Col.Riv., Old Ore.Trail, Stanfield-
Pendleton, Lexington-Echo Highways
8150
1938

RECEIVED
MAY 12 1939
FOR F[illegible]

[illegible] 2

May 12, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner
Division Credit Manager

Gentlemen:

In response to your inquiry of May 10, you are advised that the Clifton and Applegate Contract, No. 2150, Morrow and Umatilla Counties, was completed March 13, 1939. This project was accepted by the Highway Commission March 21, 1939. Final payment has been made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
MAY 11
STATE HIGHWAY COMMISSION

May 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Clifton and Applegate
Contract No. 2150

May we have a progress report covering this job? If it has been completed kindly let us have completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

RER:GC

FRANK J. HURNER
Division Credit Manager

REFERRED TO
By Asst. State Highway Engineer

RECEIVED

NOTED
State Highway Engineer

25-1202

May 2nd, 1939

COST ANALYSIS-FINAL REPORT

Oregon-Washington and Old Oregon Trail Highways
Gilliam County Line-Ione & Hermiston Sections
Rock Production Contract 2150, Prefix 25-1202
Clifton & Applegate, Contractors
C. C. Slavens, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Ione Section					
3/4"-½" Cr. Rock in Stockpiles	$2,976.03	2,649.7 cu. yd.	1.12	1.25	$3,312.13
½"-¼" " " " "	2,180.94	1,941.8 " "	1.12	1.25	2,427.25
¼"-1/8" " " " "	1,015.56	904.2 " "	1.12	1.25	1,130.25
Hauling " " Pile Measure	1,599.52	19,612.5 yd. mi.	0.082	0.075	1,470.94
Clear & Grub Stockpile Sites	79.80	100%			150.00
Leveling Stockpile Sites	129.63	100%			150.00
Woven Wire Fence	491.73	256.49 rods	1.92	2.00	512.98
" " Gates	47.50	5 each	9.50	20.00	100.00
1/8"-0" Screen Rejections	321.75	1,287 cu. yd.			321.75
Hermiston Section					
3/4"-½" Cr. Gravel in Stockpile	4,303.95	3,375.2 cu. yd.	1.275	1.10	3,712.72
½"-¼" " " " "	2,789.57	2,187.6 " "	1.275	1.10	2,406.36
¼" -1/8" " " " "	1,356.78	1,064 " "	1.275	1.10	1,170.40
Hauling Crushed Gravel	2,541.69	31,801.7 yd. mi.	0.080	0.075	2,385.13
Clear & Grub Stockpile Sites	82.10	100%			175.00
Leveling " "	163.59	100%			175.00
Woven Wire Fence	432.97	225.84 rods	1.92	2.00	451.68
" " Gates	38.00	4 each	9.50		80.00
1/8"-0" Screen Rejections	309.25	1,237 cu. yd.			309.25
Hauling " "	32.62	434.9 yd. mi.			32.62
	$20,892.98				$20,473.46

Total Cost	$20,892.98
Gross Revenue	20,473.46
Net Loss	$419.52

Net Loss Equals ~~[illegible]~~ 2.05% of Gross Revenue

Detail of Cost

Labor:		
Supervision	$951.76	
Labor	6,829.94	
State Industrial Accident Insurance	389.09	
Social Security & Unemployment Insurance	311.27	
		$8,482.06
Materials:		
Woven Wire Fence 482.33 rods at 0.48473	$233.80	
Fence Posts	97.80	
		331.60
Equipment Rental, Supplies & Miscellaneous:		
Equipment Rental	$4,965.00	
Rented Equipment	355.95	
Gas, Oil & Grease	2,154.01	
Move In and Out	1,424.97	
Explosives	878.10	
Lumber	396.96	
Small Tools, Repairs & Misc.	1,277.60	
Misc. Overhead Expense	217.27	
Bond 1% of Gross Revenue	204.73	
Home Office	204.73	
		12,079.32
		$20,892.98

Gilliam County Line-Ione & Hermiston Sections

Breakdown of Cost of Crushed Materials

Hermiston Set-Up

	Cost	Quantity	Unit Cost
Move In & Out	$649.39	7,863.8 cu. yd.	0.082
Strip Gravel Pit	249.75	" " "	0.032
Set Up Plant	790.78	" " "	0.101
* Plant ~~Erection~~ Operation	4,729.38	" " "	0.601
Stockpile Exp.	360.10	" " "	0.046
Overhead & Proratable Exp.	1,980.15	" " "	0.252
	$8,759.55		1.114

* Includes dragline operation & disposal of scalped material.

Sizes and Quantities of Crushed Gravel

3/4" - 1/2"	3,375.2 cu. yd.
1/2" - 1/4"	2,187.6 " "
1/4" - 1/8"	1,064 " "
1/8" - 0" Screen Rejections	1,237 " "
	7,863.8 cu. yd.

Erection of plant at the Hermiston gravel pit was started January 3rd. It consisted of a 3½' x 14' portable screening unit, 2 - 3' x 8' vibratory screens, 4 steel constructed conveyors, each with mounted electric motors, 2 - 125 h.p. cat diesel motors, 1 - 10" Telsmith gyratory and 1 - 3' Symons cone crushers, 1 - 62½ KVA generator and 1 - 2½ cu. yd. Bagley bucket with stationary dragline unit. Production was begun on January 17th, and completed February 3rd. An excessive amount of fines was encountered in the pit and the 3/4" minus that was scalped averaged from 50% to 70% of the total put through the plant. While operating an average production of about 23 cu. yds. per hour was maintained on the stockpiled materials.

Breakdown of Cost of Crushed Materials

Morgan Set-Up

	Cost	Quantity	Unit Cost
Move In & Set Up	$535.58	6,782.7 cu. yd.	0.079
Drill & Shoot Quarry	1,320.26	" " "	0.195
Set Up Plant	416.05	" " "	0.061
* Plant Operation	2,553.98	" " "	0.377
Stockpile Exp.	313.95	" " "	0.046
Overhead & Proratable Exp.	1,354.46	" " "	0.200
	$6,494.28		0.958

* Includes dragline operations

Sizes and Quantities of Crushed Rock

3/4" - 1/2"	2,649.7 cu. yd.
1/2" - 1/4"	1,941.8 " "
1/4" - 1/8"	904.2 " "
1/8" - 0 Screen Rejections	1,287.0 " "
	6,782.7 cu. yd.

Erection of plant at the Morgan quarry commenced on February 8, and was completed February 14th. This set-up consisted of two crushers (10" Telsmith gyratory and 3' Symons cone), 1 - 3½' x 14' portable screen, 1 - 3' x 8' vibratory screen, 2 - 125 h.p. cat diesel motors, 1 - 62½ KVA generator, 5 steel constructed conveyors, 7 - 3 to 7½ h.p. electric motors, and 2½ cu. yd. Bagley bucket and hoist. The quarry contained material of excellent quality and broke into fairly small sizes so that practically no reshooting was required. While operating the plant maintained a production of about 27 cu. yds. per hour.

Gilliam County Line-Ione & Hermiston Sections

REMARKS:

This contract consisted of the production of 12,200 cubic yards of crushed material in stockpiles, 6,700 cubic yards of which were to be produced from gravel in pit located near Hermiston, and the remainder from quarry located at Morgan. It was bid and awarded on December 20th, 1938; work was started December 31st, and completed March 14th, 1939.

The material in stockpiles on the Hermiston section was bid too low, considering the excessive amount of fines in the pit. The supervision on this job was excellent, and the equipment was of good quality.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
APR 21 1939
FOR FILING

#2150

25-1202

April 21, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2150, for the construction of the Gilliam County Line-Ione and Hermiston Sections of the Oregon-Washington and Old Oregon Trail Highways in Morrow and Umatilla Counties, has been completed by the contractors, Clifton & Applegate, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 1, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $20,438.17, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 3M 8-38.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 22 1939
FOR FILING

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

25-1202

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Further reference is made to the objection of the B.P.R. to the approval of maintenance materials manufactured on PWA project 1375-F, especially Units A, C, and E:

On Units A and C, which were let to Clifton and Applegate as one contract, we find on sampling the various stockpiles that there are materials which do not exactly conform to specifications. The materials, however, show such a slight variation that they are entirely suitable for the purposes intended and are no different than materials manufactured in the past. As you will note from the laboratory reports, several instances show excess amount of material passing the specified screen. In these instances, however, the material by-passes the specified screen and is practically all retained on the next lower size. Taking at random a typical sample, such as indicated by laboratory report 119019: You will note from this report that 18.4% of the material passes the ⅜ inch screen, but that 98.9% is retained on the ¼ inch screen. This is approximately typical of all of the reports on samples that do not pass and indicates that, while a portion of the material might be 1/16 inch, or thereabouts, off, it is nevertheless very clean and adaptable to intended purposes.

Samples taken from stockpiles on Unit E, which is the Juntura-Cairo project, show that practically all of the samples pass specifications so there should apparently be no controversy in regard to this project.

I would like to advise you that in the future samples will be submitted to the laboratory that are taken from materials being manufactured according to specifications. The resident engineer on the project makes exhaustive screen tests and requires the contractor to change his screens immediately whenever a discrepancy appears. Regardless of these protective measures, it is still difficult to insure 100% compliance for the reason that while screen tests at one moment might appear perfect, they might shortly encounter a slightly damper material in the quarry, increase the production by a small percentage, or some other condition arise that would slightly affect screening operations,

FORM 8-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: B.P.R. objections to approval of
materials manufactured on PWA
project 1575-F, Units A,C,and E.

so that some small discrepancy might appear in certain of the materials.

It would be my suggestion that you bring these facts to the attention of the B.P.R., advising them that the materials manufactured are perfectly suitable for use, have been manufactured as carefully as possible by the contractors under careful supervision of the resident engineer and request approval of the materials in stockpiles.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FORM 2-M-1 2M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

April 1, 1939

IN REPLY PLEASE
REFER TO FILE NO.

25-1202

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith:

Dear Sir:

In order to clarify the laboratory reports on PWA projects 1373-F, Units A-B-C-D-E, I am having additional field samples selected from representative stock piles and submitted to the testing laboratory.

This is being done for the reason that we have carefully guarded against unsatisfactory materials being placed in the stock piles. It is our belief that representative samples from the existing stock piles will meet specifications, but this can be more fully determined when the samples have been submitted and tested.

Very truly yours

Division Engineer

WCW V

cc Mr. Baldock

#2150

RECEIVED
APR 3 - 1939
FOR FILING

April 1, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifton & Applegate on Contract No. 2150, Gilliam County Line-Ione and Hermiston Sections of the Oregon Washington Highway and Old Oregon Trail in Morrow and Umatilla Counties. This payment will be made on or after April 11, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2150

RECEIVED

March 29, 1939

INDEPENDENT GARAGE
Ione, Oregon

Attention E. R. Lundell

Gentlemen:

This acknowledges receipt of your letter of March 28, advising that Clifton & Applegate have settled your bill in full, re State Highway Contract 2150.

We are today notifying the contractors and their surety, United States Fidelity & Guaranty Co., that we have received from you acknowledgement of satisfaction of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

March 29, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to inform you that we are in receipt of advice from E. R. Lundell, of the Independent Garage, Ione, Oregon, that Clifton & Applegate have settled their bill in full in connection with Contract No. 2150, Gilliam County Line-Ione and Hermiston Sections of the Oregon — Washington and Old Oregon Trail Highways in Gilliam and Umatilla Counties.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Clifton & Applegate
526 Hutton Building
Spokane, Wn.

RECEIVED
MAR 29 1939
OREGON
STATE HIGHWAY COMMISSION

INDEPENDENT GARAGE
GENERAL PETROLEUM DISTRIBUTOR
E. R. LUNDELL, PROP.
IONE, OREGON March 28-39

Oregon State Highway Com
Salem Ore.

gentlemen!

Refering to your letter of March 21. Regarding The Clifton & Applegate Co. They have now settled my bill in full. Thanks

Yours Resp

Independent Garage
Ione Ore

Per E R Lundell

RECEIVED

#2150

March 27, 1939

Clifton & Applegate
Railroad Contractors
Hutton Building
Spokane, Washington

Gentlemen:

I wish to thank you for your letter of March 21 advising that you have paid I. R. Robinson of Ione, Oregon, his bill amounting to $41. I will be pleased to notify the bonding company and yourselves as soon as we receive a release from Mr. Robinson.

Your position in the matter of the payment of claims is clearly understood and appreciated. However, we think that in justice to contractors and bonding companies we should notify them of outstanding claims as they are filed with this office. Oftentimes we receive claims that are not dated and we have no knowledge as to when the claims were incurred and whether or not they are of long standing so we make no distinction. We have no fault to find with the way that you pay your bills on Oregon highway work and the sending of notices to you is not to be construed as a criticism.

Respectfully yours,

HBG:AM

Secretary

Jim: Keep this in mind

JOHN M. CLIFTON, PRES
V. J. APPLEGATE, VICE PRES

SKILL RESPONSIBILITY INTEGRITY

CLIFTON & APPLEGATE
[INCORPORATED IN MONTANA IN 1912]
RAILROAD CONTRACTORS

HUTTON BUILDING
SPOKANE, WASH.

RECEIVED
MAR 27 19
[illegible] COMMISSION

March 25th
1 9 3 9

Oregon State Highway Commission
Salem
Oregon

Attn: H.B.Glaisyer, Secretary

Gentlemen:

We have a copy of your letter to the United States Fidelity and Guaranty Company of Portland to the effect that I.R. Robinson of Ione, Oregon has filed claim against our contract at Ione and Hermiston on our account.

In order that you may understand our position in these claims, we wish to advise you that our account with I.R. Robinson commenced February 15th and ran through February 28th, for a total of $41.00. It necessarily takes a few days to get these bills all into our head office, properly audited and checks made up before we can pay them. However, on March 21st, we mailed Robinson a check in the amount of $41.00 which covers his account in full.

We are writing him a letter today, asking him to release this claim. When you receive this release, we will thank you foradvising our bonding company as well as ourselves. The above explanation is only to let you know that these accounts are not long past due, but current accounts which are paid as soon as they are presented to this office.

Very truly yours,

CLIFTON & APPLEGATE

By: C P Bursch
jmw.

CPBursch
jmw

ANSWERED
H. B. GLAISYER

Form 339—5M—7-38

RECEIVED
MAR 27

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FINAL REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 25, 1939

Section Gilliam Co. Line- Hermiston & Ione

Kind of work Rock Production

Highway Oregon-Washington & Old Oregon Trail

Section prefix 25-1202

Contractor Clifton And Applegate

Contract number 2150

Date of contract Dec 20, 1938

Date of completion June 30, 1939

Date work started Dec 31, 1938

Estimated date of completion Completed Mar. 14, 1939

Amount of contract $20,161.00

Per cent of time elapsed 49.4 %

Estimated cost of completed project, exclusive of engineering $20,473.46

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1110.00 , %

Date project was completed Mar. 14, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate on this project will be forwarded to the Division office today.

This is the final report.

NOTED

NOTED
H. N. HACKETT

NOTED
VAN SCOY

Signed C. C. Havens

Address Box 459, Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			47.31		
Miles partially completed			—		
Miles completed			47.31		
Total estimated quantities			12,123		
Estimated quantities moved or placed to date			12,123		
Average daily quantities			—		
Average daily quantities necessary to complete project on time			—		
Number shifts per day			—		
Hours per shift			—		
Average force on project for week			—		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm		
Monday	" "		No work—— Project was completed Mar. 14,1939
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	" "		
Saturday	" "		

#2150

RECEIVED
MAR 24 1939

March 23, 1939

United States Fidelity & Guaranty Co.
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim has been filed by I. R. Robison, Ione, Oregon, against contractors Clifton and Applegate for machine work and welding done in connection with their contract with the State Highway Commission, No. 2150, for furnishing crushed rock in stock piles for the Gilliam County Line-Ione and Hermiston Sections of the Oregon-Washington and Old Oregon Trail Highways, in Morrow and Umatilla Counties.

This information is given you inasmuch as you appear surety on the bond furnished by Clifton and Applegate in connection with the above mentioned contract.

Very truly yours,

Secretary

HBC:AM

cc - Clifton & Applegate
526 Hutton Building
Spokane, Washington

March 22, 1939

Mr. I. R. Robison

Ione, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 20, 1939, advising us that you have a claim against contractors Clifton and Applegate for machine work and welding that you did for them in connection with their contract with the State Highway Commission, No. 2150, for furnishing crushed rock in stock piles for the Gilliam County Line-Ione and Hermiston Sections of the Oregon-Washington Highway and the Old Oregon Trail, in Morrow and Umatilla Counties.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of claims. Such a bond was filed by Clifton and Applegate in connection with the project mentioned above. This bond was written by the United States Fidelity and Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland.

I would suggest that you file your claim with the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

It would not be possible for the State Highway Commission to pay your claim direct but I trust that it will be satisfactorily taken care of by following the above procedure, especially by filing the claim with the surety on the bond.

Very truly yours,

HBG:AM

Secretary

AUTOMOBILE ACCESSORIES AND SUPPLIES
LINE BEARING AND CONROD SERVICE

CYLINDER AND CRANKSHAFT
REGRINDING

MAGNETO, STARTER AND GENERATOR REPAIRING
BATTERY RECHARGING

I. R. ROBISON

MACHINE **GARAGE** SHOP

IONE, OREGON.

RECEIVED
MAR 21 1930
OREGON
STATE HIGHWAY COMMISSION

March 20-1930.

Oregon State Highway Department;
Salem, Oregon.

Dear Sirs;

While your contractors, Clifton & Applegate were here last month I done considerable machine work and welding for them, them promising me that they would give me my check any time, I took them the bill the day they finished up. They told then that my check would be mailed to me from Spokane within ten days and as to date I have not heard a word from them.
Some of their equipment is still here and I see that the Sheriff has a plaster on it for taxes. They have moved most of the machinery on which I done the work consequently it leaves a labor lien of little value so I am wondering if the State has paid them for the crushing or if they are under bonds and that you see to it that such accounts as these are all paid before settling up with them.

Trusting that I may hear from you at an early date;

I remain;

Yours very truly;

I. R. Robison

I. R. Robison.

ANSWERED
H. B. GLAISYER

#2150

RECEIVED
1939
FOR

March 23, 1939

Clifton & Applegate
Hutton Building
Spokane, Washington

Attention: C. P. Brusch

Gentlemen:

This acknowledges your letter of March 22, 1939, advising that you have paid the claim of the Independent Garage, Ione, Oregon, in the amount of their claim $29.17 arising out of your contract with the State Highway Commission, in Morrow and Umatilla Counties.

I wish to thank you for this information. I will be pleased to notify the bonding company and yourselves when we have received a release from the Independent Garage.

Jim
please do this
HBG.

Very truly yours,

Secretary

HBG:AM

JOHN M. CLIFTON, PRES
V. J. APPLEGATE, VICE PRES

SKILL RESPONSIBILITY INTEGRITY

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
(INCORPORATED IN MONTANA IN 1912)
RAILROAD CONTRACTORS

RECEIVED
MAR 23 1939
OREGON
STATE HIGHWAY COMMISSION

March 22nd,
1939

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Attn: H.B. Glaisyer

Gentlemen:

We are this morning in receipt of a copy of a letter written by you to the United States Fidelity & Guaranty Company of Portland, Oregon to the effect that you have received a claim in the amount of $29.17 from the Independent Garage at Ione, Oregon against our contract for furnishing crushed rock on Gilliam County Line and Hermiston Sections of the Oregon-Washington and Old Oregon Trail Highways in Morrow and Umatilla Counties.

A check was forwarded to the Independent Garage yesterday in the amount of $29.17 and we are therefore writing them today asking them to release this claim against us. Will you please advise our bonding company as well as ourselves when you receive this release.

Thanking you in advance for your consideration, we are

Very truly yours,

CLIFTON & APPLEGATE

By: C P Bursch

CPBursch
jmw

#2150

FORM 2-A-1 2M 2-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 21, 1939

25 1207

Mr. H. B. Glaisyer, Secretary.
Oregon State Highway Commission.
Office.

Dear Sir:

All work on the State Highway Contract No. 2150, with Clifton & Applegate, for the production of crushed rock and crushed gravel on the Gilliam County Line-Ione and Hermiston Projects in Morrow and Umatilla Counties, was completed on March 14, 1939.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by G. Hester/ME

cc Mr. James McFarland

APPROVED BY HIGHWAY COMMISSION
DATE March 21, 1939
H B Glaisyer
Secretary

RECEIVED
MAR 21 1939
FOR FILING
1202

2150

March 21, 1939

Mr. E. R. Lundell, Proprietor
Independent Garage
Ione, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 19, 1939, advising of your claim in the amount of $29.17 against Clifton & Applegate in connection with their contract with the State Highway Commission, No. 2150, for furnishing crushed rock in stock piles on the Gilliam County Line-Ione & Hermiston Sections of the Oregon-Washington and Old Oregon Trail Highways, in Morrow and Umatilla Counties.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of claims incurred against the project. The bond furnished by Clifton & Applegate, in connection with the contract to which you refer, was written by the United States Fidelity & Guaranty Company for whom M. K. Sprott is local agent with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company.

In accordance with our usual practice we are today notifying the bonding company that you have filed your claim with this office.

Very truly yours,

HBG:AM

Secretary

March 21, 1939

United States Fidelity & Guaranty Co.
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

This is to advise you that a claim has been filed with this office by E. R. Lundell, proprietor of the Independent Garage, Ione, Oregon, against Clifton & Applegate in connection with contract No. 2150 which is for furnishing crushed rock in stock piles on the Gilliam County Line-Ione & Hermiston Sections of the Oregon-Washington and Old Oregon Trail Highways, in Morrow and Umatilla Counties. The claim is in the amount of $27.17 and is for gas, oil and parts.

This information is being forwarded to you inasmuch as you appear surety on the bond furnished by Clifton & Applegate in connection with this contract.

Very truly yours,

HBG:AM

Secreta

cc - Clifton & Applegate
526 Hutton Building
Spokane, Washington

RECEIVED
MAR 20 1939
OREGON
STATE HIGHWAY COMMISSION

INDEPENDENT GARAGE
GENERAL PETROLEUM DISTRIBUTOR
E. R. LUNDELL, PROP.
IONE, OREGON Mar 19-1939

State Highway Department.

Salem Ore.

gentlemen!

Inclasing copy of bill. of to Clifton & Applegate, Contracted while they were crushing rock at Morgan Ore,

It seems they are rather slow about payind this bill, or they do not intend to, If the Highway Department has not settled with them I thought you may help me in colecting,

Yours Resp,

E. R. Lundell
Ione Ore.

INDEPENDENT GARAGE

E. R. LUNDELL, PROPRIETOR

IONE, OREGON

DEALER IN
AUTOMOBILE ACCESSORIES

OILS, GREASES
GAS, ETC.

[illegible]

[illegible]

[illegible]

STATEMENT OF YOUR ACCOUNT FOR Feb 1939

CHARLES R. HADLEY CO., PATHFINDERS, LOS ANGELES, SAN FRANCISCO, DETROIT FORM 2015 REG. U.S. PAT. OFF.

DAY	DESCRIPTION	CHARGES	CREDITS	BALANCE
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]		
[illegible]	2 [illegible]	2.50		
[illegible]	[illegible]	3.55		
[illegible]	[illegible]	.50		
[illegible]	[illegible]	2.55		
[illegible]	5 [illegible]	[illegible]		
[illegible]	[illegible]	.90		
2-25	2 [illegible]	3.15		
[illegible]	[illegible]	5.95		
		29.17		

Copy

STATE PRINTING DEPT.

Form 338—5M—7-38

RECEIVED
AR 20 1939
COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 18, 1939

Section Gilliam Co. Line- Hermiston & Ione

Kind of work Rock Production

Highway Ore. Wash. & Old Oregon Trail

Section prefix 25-1202

Contractor Clifton & Applegate

Contract number 2150

Date of contract Dec. 20, 1938

Date of completion June 30, 1939

Date work started Dec. 31, 1938

Estimated date of completion March 14, 1939

Amount of contract $20,161.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $20,967.44

Per cent of contract completed, based on total contract price %

*Engineering cost to date, $*1040.00, %

Date project was completed March 14, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A crew of 4 men worked Monday and Tuesday building fence. This work was completed Tuesday the 14th.

The crushing equipment will not be moved away from the job until the load limits on the Washington highways are lifted.

NOTED
AY WEBB

NOTED

NOTED
VAN SCOY

Signed C. C. Havens

Address Box 459, Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			47.31		
Miles partially completed			———		
Miles completed			47.31		
Total estimated quantities			12,123		
Estimated quantities moved or placed to date			12,123		
Average daily quantities			———		
Average daily quantities necessary to complete project on time			———		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers .... Small truck 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday		All day	
Monday	Cloudy	None	
Tuesday	"	"	Work completed today
Wednesday			
Thursday			
Friday			
Saturday			

COPY

March 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to your letter of March 4 with which you submitted a copy of a letter from the Bureau of Public Roads relative to certain aggregates produced on PWA docket 1373-F which did not meet specifications.

Five report numbers were listed in the letter, which we find included two in the Roseburg and Bend divisions. The three reports for this division had to do with materials produced on the Hermiston rock production project and the Juntura-Cairo project.

On the Juntura-Cairo project, some of the materials did not pass specifications in that they were not 100% fractured. These materials were the result of the first crushing operations and they were not placed in the stockpiles. The materials were spread as a base on which to construct the stockpile. As soon as adjustments were made to the crushing plant so that the materials passed specifications, the materials were placed in stockpile. There were some later materials that did not pass screening specifications and these were kept isolated until completion of the job and they are now being rescreened. I refer you to the weekly report of Resident Engineer Edward Chidsey for the week ending March 11.

On the Hermiston rock production project the same procedure was followed in that no ~~materials that~~ did not pass grading specifications were allowed to go into stockpiles proper. A very careful field check is made on the contractor's rock production and any time a field screen test shows the materials as not being satisfactory, the contractor is immediately ordered to cease operations and make plans to eliminate any inferiority of materials.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R.H.Baldock

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 4th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
te Highway Engineer

Dear Sir:

Herewith letter received from the Bureau of Public Roads concerning P.W.A. Docket 1373-F, Units A, B, C, E and F.

Please take immediate steps to conform to the specifications and furnish an explanation suitable for appeasing the Bureau.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM D-M-1 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 14, 1939

NOTED
Asst. State Highway Engineer

RECEIVED
FEB 15 1939
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On February 10 we recommended that contractors, Clifton & Applegate, on the Gilliam County Line-Ione project be allowed to shut down until the weather moderated. We would like to advise that weather conditions have permitted the contractors to resume operations. Permission to close down will therefore not be required.

Very truly yours

W. C. WILLIAMS
Division Engineer

By

C. D. CANNON
Office Engineer

CDC:MA

cc R. H. Baldock ✓

FORM S-A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 14 1939
FOR FILING

February 13th, 1939

Clifton & Applegate
526 Hutton Building
Spokane, Washington

NOTED
Asst. State Highway Engineer

Gentlemen:

You are hereby ordered to suspend operations on the Gilliam County Line-Ione and Hermiston Rock Production Project due to weather conditions.

You will be expected to resume operations as soon as weather permits.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Bureau of Public Roads

FORM 5-M-1 2M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 13 1939

RECEIVED
FEB 13 1939
STATE ... COMMISSION

February 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

During the past ten days, there has been a considerable fall of snow in eastern Oregon and the vicinity of Hermiston and Ione has approximately 7 inches of snow on the ground. For this reason, the contractor can not satisfactorily prosecute crushing of materials on the Gilliam County Line-Ione and Hermiston rock production project and he is requesting a shut down order until the weather will permit his resumption of activities.

This contractor has made very good progress and has completed slightly over 50% of the total work on both projects with approximately 30% of time elapsed.

I recommend that the contractors, Clifton and Applegate, be given permission to close down until weather modifies. This may be anywhere from one week to one month.

For your further information, the contractor is now closed down as he is unable to manufacture suitable materials on account of difficulty in his screening operations during this kind of weather.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA

cc R. H. Baldock ✓

RECEIVED
FEB 8 1939
FOR FILING

February 8, 1939

CLIFTON & APPLEGATE
526 Hutton Building
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2150 which was awarded to you by the State Highway Commission on December 20, 1938, for the furnishing of crushed materials in stock piles on the Gilliam County Line-Ione and Hermiston projects on the Oregon-Washington, Old Oregon Trail, and other Highways, in Morrow and Umatilla Counties.

This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By Secretary

MBL

January 4, 1939

CLIFTON & APPLEGATE
526 Hutton Building
Spokane, Washington

Gentlemen:

We are returning to you by express four copies of the contract for furnishing crushed material in stock piles on the Gilliam County Line-Ione and Hermiston Sections, in Morrow and Umatilla Counties.

It is noted that in executing this contract Mr. J. M. Clifton, President of the corporation, has signed both the agreement and bond. However, before the copies are acceptable it will be necessary that the agreement and bond on each copy be signed by the Secretary of ~~the corporation.~~ In the event that the secretary is not available to sign, please furnish us with a certified copy of your by-laws authorizing Mr. Clifton to sign alone.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - C. Gardner

RECEIVED
JAN 9 1939
FOR FILING

2150

BY-LAWS OF CLIFTON AND APPLEGATE

ARTICLE IV

Officers

Section 3--President

The President shall be the chief executive officer and manager of the company and shall exercise general supervision and administration over all its affairs....He shall sign and exercise all authorized bonds, contracts, agreements and other obligations in the name of the company; and, shall, with the Secretary, sign all certificates of shares in the capital stock of the company.

CLIFTON & APPLEGATE

ANNUAL MEETING OF THE BOARD OF DIRECTORS
Missoula, Montana
January 3,1938

Mr. Clifton then stated that the first order of business was the election of officers. Thereupon, Mr. Applegate moved that the present officers continue to serve during the corporate year and until the election of their successors; namely,

John M. Clifton,
  President & Treasurer
Vincent J. Applegate,
  Vice President & Secretary
O. Jas. McGee,
  Assistant Secretary.

This motion was duly seconded and carried.

I hereby certify the above to be a true and correct copy of Section 3 of the By-Laws and of the Minutes of the meeting of the Board of Directors of Clifton & Applegate, held January 3, 1938.

ASSISTANT SECRETARY

File - Original in Contract.

FORM 5-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

January 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith a request of Clifton and Applegate for permission to pay their employees by check on their P. W. A. contract No. 2150.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
Enclosure

JOHN M. CLIFTON, PRES
V. J. APPLEGATE, VICE PRES

SKILL RESPONSIBILITY INTEGRITY

HUTTON BUILDING
SPOKANE, WASH.

CLIFTON & APPLEGATE
[INCORPORATED IN MONTANA IN 1912]
RAILROAD CONTRACTORS

December 30
1938

Mr. H.B. Glazer, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Dear Sir:

Please be advised that we today received the contracts in connection with the Gilliam County Line-Ione and Hermiston Section of the Oregon-Washington Columbia River, Old Oregon Trail, Stanfield-Pendleton and Lexington-Echo Highways in Morrow and Umatilla Counties.

We have executed same and delivered to our bonding company in Spokane who is in turn forwarding them to his resident agent in Oregon, who will in turn deliver same to you.

he is also arranging to take care of the necessary insurance requirements.

Hoping you find same in order, we are

Very truly yours,

CLIFTON & APPLEGATE

By:

OJMcGee
jmw

c.c. N.A. Toole
La Grande, Ore.

2150

RECEIVED
DEC [illegible]6 1938
FOR FILING

25-202

December 29, 1938

CLIFTON & APPLEGATE
Hutton Building
Spokane, Washington

Gentlemen:

We are sending to you today by express four copies of Contract No. 2150 which was awarded to you on December 20, 1938, for the furnishing of crushed materials in stock piles on the Gilliam County Line-Ione and Hermiston Projects on the Oregon-Washington, Old Oregon Trail, and other Highways, in Morrow and Umatilla Counties.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 21 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Oregon State Highway Commission
By

Secretary

cc - Bridge Department

HC:MBL

RECEIVED
DEC 29 1938
FOR FILING
25-1202

December 28, 1938

Clifton & Applegate
Hutton Building
Spokane, Washington

Gentlemen:

In compliance with your request of December 22, we are mailing, under separate cover, three sets of the plans and specifications covering the Gilliam County Line-Ione and Hermiston Sections in Morrow and Umatilla Counties.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

TON, PRES
PLEGATE, VICE PRES

SKILL RESPONSIBILITY INTEGRITY

CLIFTON & APPLEGATE
(INCORPORATED IN MONTANA IN 1912)
RAILROAD CONTRACTORS

HUTTON BUILDING
SPOKANE, WASH.

RECEIVED
DEC 24 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2[illegible] 1938
FOR FILING

December 22nd,
1938

Mailed
12/27/38
W

State Highway Commission
Salem
Oregon

Gentlemen:

In connection with the project recently awarded us known as the Gilliam County Line, Ione & Hermiston Sections, please forward us three sets of plans and specifications in connection with this job.

Thanking you for the above, we are,

Very truly yours,

CLIFTON & APPLEGATE

By:

OJMcGee
jmw

FORM 5-E-1 1500 10-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

6 13

RECEIVED
JAN 24 1939
FOR FILING

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Gilliam County Line-Ione & Hermiston Projects
Docket No. Oregon 1373-F, Units A and C

We are enclosing four certified copies of a resolution awarding the contract for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
Enc. 4
cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Gilliam County Line-Ione and Hermiston Projects on the Oregon-Washington Highway in Morrow and Umatilla Counties, Docket Number Oregon 1373-F, Units A and C," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, December 20, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held December 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of November 17 and 18, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twentieth day of December, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE GILLIAM COUNTY LINE-IONE AND HERMISTON PROJECTS ON THE OREGON-WASHINGTON HIGHWAY IN MORROW AND UMATILLA COUNTIES, DOCKET NUMBER OREGON 1373-F, UNITS A AND C

WHEREAS, bids received for the construction of the Gilliam County Line-Ione and Hermiston Projects on the Oregon-Washington Highway in Morrow and Umatilla Counties have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Clifton & Applegate, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Gilliam County Line-Ione and Hermiston Projects on the Oregon-Washington Highway in Morrow and Umatilla Counties be and the same is hereby awarded to Clifton & Applegate, contractor, in the amount of Twenty Thousand One Hundred Sixty-one & no/100 Dollars ($ 20,161.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

APPROVED: BUREAU OF PUBLIC ROADS

____

____
Title

FORM 5-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 6 1938
FOR FILING

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[illegible]
[illegible] roduction

25 1202

September 29, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am forwarding to you herewith special provisions and my estimate of cost together with project sketch map for the Hermiston Rock Production project, which is designated as Unit "C" in the Eastern Oregon P.W.A. Rock Production projects. I am submitting these special provisions to you with the request that you advise as soon as convenient if they are suitable for a P.W.A. project or if you would wish any changes. I will await your reply before preparing special provisions for the balance of the projects.

I have not included the fencing of the stockpile sites for the reason that the fencing of most of these sites is provided for in the right of way payment. After options are taken for the sites, the matter of fencing any sites that are not covered in the options may be given consideration. It would be my suggestion, however, that fencing be included wherever possible in the acquisition of the sites, as in most cases this is the major cost involved and is often quite an item in helping to settle for the site.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock
xc

CONTRACT# [redacted] 2151

FA 248-A(1) Corbett Station-Rooster 1938
Rock Sec., Columbia River
Hwy.

2151

RECEIVED
JUN 28 1940
FOR [illegible]

12-A-1

June 28, 1940

Mr. S. Murray
Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 27 and advise that Contract No. 2151 with Colonial Construction Company for construction of the Corbett Station-Rooster Rock Section of the Columbia River Highway was completed November 30, 1939, and accepted by the State Highway Commission December 8, 1939.

Yours very truly,

STATE HIGHWAY COMMISSION
By

Secretary

DGD:MBL

Form 3010
7-37-5,000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

June 27,1940

Mr.R.H.Baldock,
State Highway Engineer,
Salem,Oregon

Dear Sir:

Under date of December 30,1938, you awarded contract to the Colonial Construction Co.for construction of a part of the Corbett Station-Rooster Rock Section of the Columbia River Highway.

Will you please advise as to

(a) the date the work was completed,and

(b) date the project was accepted by the Commission.

Yours very truly,

S MURRAY

[illegible]
[illegible]
[illegible]

SHIP AND TRAVEL BY RAIL

248-A-1

C
O
P
Y

May 28, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies each of agreements with Union Pacific Company for the construction of temporary undercrossings for use in connection with the construction with Projects Nos. 248-A-1 and 248-B-1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Enc.

#2151

248-A-1

March 29, 1940

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. C. D. Everett.

Gentlemen:

Reference is made to your letter of March 27th concerning the Colonial Construction Company Contract No. 2151, Corbett Station-Rooster Rock Section in Multnomah County.

You are advised that this contract was completed November 30, 1939, and was accepted December 8, 1939. The warrant covering final payment which was in amount of $4,420.07, was mailed to the above firm March 28, 1940.

Very truly yours,

Secretary

Dict. by J. McFarland.

2151
Mult. Co

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
8TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

March 27, 1940

Colonial Construction Co.
State Contract 2151

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

We have delivered to the Colonial Construction Company in connection with the above described contract, which is for the grading of Corbett Section-Rooster Rock Section of the Columbia River Highway in Multnomah County.

In connection therewith we are interested in knowing the date and amount of the last payment forwarded to the Colonial Construction Company, the amount of their retained percentage, and the approximate date that the next payment will go forward.

For your convenience a stamped, addressed envelope is enclosed.

Very truly yours

STANDARD OIL COMPANY OF CALIFORNIA

By C D Everett
Credit Division

CDE:LP

[illegible]
$4,4[illegible] [illegible].07 -

2-45-A-1

Salem, Oregon
March 28, 1940

Return of agreement re extra compensation claim, Contract 2151.

Mr. H. G. Smith
Construction Engineer
BUILDING

Dear Sir:

We hand you herewith copy of an agreement between the Highway Commission and the Colonial Construction Company in connection with claim for extra compensation on Contract 2151, Corbett Station-Rooster Rock Section, in Multnomah County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:WBL

7-15-G-1

Salem, Oregon
March 28, 1940

Return of agreement re extra compensation claim, Contract 2151.

Mr. E. A. Collier
Division Engineer
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

We hand you herewith copy of an agreement between the Highway Commission and the Colonial Construction Company in connection with claim for extra compensation on Contract 2151, Corbett Station-Rooster Rock Section, in Multnomah County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2151

248-A-1

March 13, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2151, for the construction of the Corbett Station-Rooster Rock Section of the Columbia River Highway in Multnomah County, has been completed by the contractors, Colonial Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 23, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $123,746.80, including the final payment. Of this amount $840.19 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—Revised—[illegible]—0-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 19, 1940

248-A-1

Subject: Claims for Extra Work by
Colonial Construction Co.
on Corbett-Rooster Rock Contract

To: Mr. R. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
C. B. McCullough

Dear Sir:

Attached hereto you will find five copies of an agreement written up in accordance with the understanding reached on February 17th concerning these claims.

The extra amount for test piling is $829.18 and for channel changes $272.27, as shown on attached computation sheets, which I think need not be made a part of the agreement.

I am returning herewith a copy of the agreement with Saxton and Looney, and also my letter of February 15th concerning this matter, for your files.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
G. S. Paxson
S. H. Probert
Encl.

248-R-1

R. H. Baldock

February 2nd, 1940

FINAL COST ANALYSIS

Corbett Station-Rooster Rock Grading Columbia River Highway
Contract No. 2151 Prefix 26-1137
Colonial Construction Company, Contractors
Carl Peterson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,336.97	All			$5,000.00
Trench Excavation	4,944.90	1,521.08 cu. yd.	3.26	1.00	1,521.08
Common "	11,873.61	85,908.2 " "	0.14	0.16	13,745.31
Solid Rock "	56,394.41	108,588.8 " "	0.52	0.45	48,864.96
Overhaul	2,501.18	250,117.5 yd. sta.	0.01	0.01	2,501.18
Truck Haul	8,937.71	41,271 yd. mi.	0.22	0.12	4,952.52
Rounding Cutbanks	89.85	898.5 lin. ft.	0.10	0.10	89.85
Foundation Piling	17,814.01	25,688 " "	0.69	0.60	15,412.80
Class D Concrete	24,151.11	1,049.70 cu. yd.	23.01	22.00	23,093.40
Metal Reinforcement	5,707.46	121,114 lbs.	0.047	0.05	6,055.70
E.W.O. #1 Splice Test Piling	101.97				101.97
P.A. #2 Const. Guard Fence	547.72	420 lin. ft.		1.25	525.00
P.A. #3 Pile Cut-off Over 3 Feet	409.26	2,236.4 " "			409.26
E.W.O. #2 Dry Rock Wall	640.22				738.22
Cement Adjustment		175.61 bbl.		2.20	- 386.34
Cookhouse & Camp	6,841.20				3,747.15
	$145,791.48				$126,372.06

Total Cost	$145,791.48
Gross Revenue	126,372.06
Net Loss	$19,419.42

Net Loss Equals 15.4% of Gross Revenue

NOTED
tate Highway Engineer

Corbett Station-Rooster Rock

Detail of Cost

Labor:

Supervision (Supt. & Timekeeper)	$4,183.32	
Labor	52,306.36	
State Industrial Insurance	2,824.48	
Social Security & Unemployment Insurance	2,259.59	
		$61,573.75

Materials:

Sand	499	cu. yd. at $1.58	$786.50	
Gravel	850	" " " 1.81	1,540.50	
Cement (Del. on Job)	1,289	bbls. " 2.40	3,093.60	
" (Hauled by contr.)	426	" " 2.20	937.20	
Reinf. Steel	119,160	lb. at 2.50 per cwt.	2,979.00	
" "	1,954	lbs. " 0.065	125.95	
Piling	30,365	lin. ft. at 0.13	3,947.45	
Guard Rail Materials			200.22	
				13,610.42

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned, including repairs)	$29,134.00	
" " (Hired)	880.00	
Form Lumber	1,553.32	
Camp Lumber, Supplies & Equipment	711.98	
Gas, Oil and Grease	6,747.63	
Explosives	10,417.43	
Drill Steel	512.00	
Small Tools & Misc. Supplies	2,695.55	
Move In, Freight & Cartage	3,587.58	
Pile Driver Materials	1,800.13	
Public Liability Insurance	706.11	
Bond 1%	1,294.30	
Special R.R. Bond 1.6%	1,958.50	
Supplies for Cook House (Food, Fuel etc.)	2,511.46	
Field Office Expense & Camp Rental	2,419.01	
Home Office & General Overhead	3,678.41	
		70,607.41
Total Cost		$145,791.58

Corbett Station-Rooster Rock

REMARKS:

This contract was bid on November 18th, 1938 and awarded December 30th. The contractor started work on January 5th, 1939 and completed on November 30th. The work that was done under this contract consisted of 35 acres of light clearing, two concrete box culverts, 85,917 cu. yds. of common excavation and 108,554 yards of solid excavation which was used for rock toe embankment.

The contractor started his work by building a 60-man camp and also placed a large crew on the clearing. The clearing consisted mostly of small willow trees and some second growth fir. An RD-8 cat and dozer was used on the clearing and grubbing, and the work was completed in 8 weeks' time at a cost of $138 per acre.

A 3/4-yard Northwest shovel equipped with a dragline was used for digging most of the trench excavation for the box culverts, but due to the wet sand encountered this work was slow and expensive. Considerable hand labor was also used on the trench excavation.

The contractor built a pile driver on the job and equipped it with a 11,600 lb. double action steam hammer. The piling was delivered at the river bank about 1,000 feet from the job and dragged to the culvert sites with a small tractor. Expensive repairs, lost time and the dismantling of the outfit during the shutdown for high water eliminated a profit on this item.

The box culverts consisted of a double 10' x 10' and 6' x 6'. The aggregate for the larger of the two culverts was shipped in by rail from the Ross Island Sand & Gravel Co. and unloaded directly from the cars into a stockpile along the track. The concrete was mixed at the stockpile site and then hauled to the culvert, a distance of 600 feet, in small dump cars operated on a narrow gauge track. Part of the aggregate for the smaller culvert was trucked direct from Portland and part delivered by barge. The construction on the larger culvert was hampered by rising water in the river making it necessary to construct a dike on the upstream side and to use pumps to dispose of seepage.

The common excavation consisted of the overburden on the rock at Tunnel Point and of a single large cut at Rooster Rock. The material was mostly sand and was handled with D-8 cats and dozers and single 12-yard LeTourneau scrapers pulled by D-8 cats. A ramp was dozed into place on the west side of Tunnel Point and used as a hauling road. The material was moved with reasonable speed with the exception of the sand which lay in pockets on the solid rock at Tunnel Point. This material was saturated with water, and it was necessary to drain the pockets and to push the wet sand out with dozers. While this phase of the work was slow and expensive the remainder of the common was moved at a reasonable cost, and the contractor made a profit on this item.

Two large stationary compressors were operated in tandem to provide air for drilling the solid rock, and a shop was erected for sharpening steel. The initial shot at Tunnel Point dropped about 4,000 cu. yds. into place, and the remainder of the solid was moved by cats and scrapers and by a 1-3/4-yard shovel loading into large trucks. The drilling and shooting cost $0.26 per yard, and .7 of a lb. of powder was required per cubic yard.

Due to the annual high water in the Columbia River work was suspended on this contract from May 15th to August 21st. The extra moving cost, an estimated swell of 40% on the rock excavation which caused increased loading and hauling costs and the high overhead costs were chiefly responsible for the large loss on this contract.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

REC[illegible]
JAN [illegible]
FOR [illegible]

#2151

248-A-1

January 11, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Colonial Construction company in connection with Contract No. 2151, Corbett Station-Rooster Rock Section of the Columbia River Highway in Multnomah County. This payment will be made on or after January 20, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

248-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

December 26, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 248-A (1), Corbett Station-Rooster Rock Section, Columbia River Highway ______, was made by a representative of this office on December 21, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis,
Senior Highway Engineer.

For

Form E-1—5M—9-30

a

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 16, 1939

Section	Corbett Station- Rooster Rock	*Kind of work*	Grading
Highway	Columbia River	*Section prefix*	26-1143
Contractor	Colonial Construction Co.	*Contract number*	~~2240~~ 2151
Date of contract	Dec. 30, 1938	*Date of completion*	Nov. 30, 1939, 19
Date work started	Jan. 5, 1939	*Estimated date of completion*	Nov. 30, 1939, 19
Amount of contract	$ 129,430.00	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 126,093.78

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6825.00, 5.4 %

Date project was completed Nov. 30, 1939, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records were completed this week and sent to Division office.

The work unfinished on this project such as replacing railroad fence and arranging Reeds power and telephone line is to be done by State Force as soon as possible.

NOTED

NOTED
RAY WEBBER

DEC 18 1939

Signed Carl L. Peterson

Address Troutdale

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.259				
Miles partially completed					
Miles completed	2.259				
Total estimated quantities	216,000				
Estimated quantities moved or placed to date	195,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
1939

PA 2418-R-1

July 27, 1939

Soule' Steel Company
1750 Army Street
San Francisco, California

Attention: N. O. Miller, Treasurer

Gentlemen:

Reference is made to your letter of July 21 concerning the Colonial Construction Company's contract for the Corbett Station-Rooster Rock Section, in Multnomah County.

You are advised that this contract is approximately 60 per cent complete and the completion date is November 30, 1939.

On account of high-water conditions which prevail in the Columbia River during the months of May, June and part of July of each year, all work on this project was suspended about May 15 and has just recently been started again.

The bond furnished in connection with this contract was written by the Maryland Casualty Company for whom Hansen & Rowland, Inc., who have offices in the Washington Building, Tacoma, Washington, are resident agents.

Very truly yours,

Secretary

JM:AM

LOS ANGELES
PORTLAND
HOUSTON

TELEPHONE
VALENCIA 4141

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
1750 ARMY STREET, SAN FRANCISCO

2151

RECEIVED
JUL 24 1939
STATE HIGHWAY COMMISSION

July 21, 1939

Oregon Highway Commission
Salem
Oregon

Gentlemen:

Will you kindly advise us whether or not the Colonial Construction Company has completed their work on the Columbia River Highway?

We are interested in this project as we furnished them material during the month of February for which payment has not yet been received.

We would also appreciate it if you would advise us the name of the contractors bonding company.

Thanking you for this information, we remain,

Sincerely yours,

SOULE' STEEL COMPANY

By N O Millar
N. O. Millar
Treasurer.

6070

NOM S

7115
E. 277,159.80
C. 9,707.25
F. 267,452.55

SEE SOULÉ UNIBILT STEEL FRAME HOME AT TREASURE ISLAND — TOMORROW'S HOUSE TODAY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

RECEIVED

248-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 248-A (1)
Corbett Station-Rooster Rock Sec.
Columbia River Highway

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

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—
90

Tow

A4pr-38996

Form P. R. 2

State Oregon

Federal Aid Project No. 248-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 3rd day of May, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of September, 1938, a project statement, which was approved by the Secretary on the 26th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 1st day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-six thousand, eight hundred fifty and 00/100 dollars ($86,850.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5818

A4pe-38996

Form P. R. 2

State Oregon

Federal Aid Project No. 248-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 3rd day of May, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of September, 1938, a project statement, which was approved by the Secretary on the 26th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 1st day of November, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-six thousand, eight hundred fifty and 00/100 dollars ($86,850.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 761+00 in the NW 1/4 of Section 26, T. 1 N., R. 4 E., W. M., and survey station 881+00 in the NW 1/4 of Section 30, T. 1 N., R. 5 E., W. M.

, length 2.259 miles, in Multnomah County, being Section A(1) of Oregon Federal Aid project No. 248, consisting of 2.255 miles of roadway and one bridges~~, each~~ of more than 20 feet clear span, 0.004 of a mile in length.

-3

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

.80

.10

.90

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of eighty-six thousand, eight hundred fifty and 00/100 dollars ($86,850.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-two thousand, three hundred seventy-one and 00/100 dollars ($142,371.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

-3-

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of MAY 31 1939, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ______________________
Member, State Highway Commission
(Title of officer)

By ______________________
____
(Title of officer)

By ______________________
____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—3512

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 248-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $142,371.00 as the total estimated cost of said project, and the sum of $86,850.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 31 1939 one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4289

R. H. Baldock

Cost Analysis to May 15th, 1939

Corbett Station-Rooster Rock Grading Columbia River Highway
Contract No. 2151 Prefix 26-1137

Colonial Const. Co., Contractors
Carl Peterson, Resident Engineer

243-7-1

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$4,255.10	95% All Specified			$4,750
Trench Excavation	4,195.27	1,000 cu. yd.	4.20	1.00	1,000
Common "	11,466.27	78,700 " "	0.145	0.16	12,592
Solid Rock "	23,897.22	53,600 " "	0.446	0.45	24,120
Overhaul	1,901.00	190,100 yd. sta.	0.01	0.01	1,901
Truck Haul	360.00	3,000 yd. mi.	0.12	0.12	360
Rounding Cutbanks	15.05	200 lin. ft.	0.075	0.10	20
Foundation Piling	10,531.58	16,920 " "	0.62	0.60	10,152
Class "D" Concrete	16,925.04	790 cu. yd.	21.42	22.00	17,380
Metal Reinforcement	4,292.50	89,596 lb.	0.048	0.05	4,479.80
Cook House Receipts					2,272.10
" " Expense	2,682.40				
	$82,028.90				$79,026.90

Total Cost	$82,028.90
Gross Revenue	79,026.90
Net Loss	$3,002.00

Net Loss Equals 3.8% of Gross Revenue

rbett Station-Rooster Rock

Detail of Cost

Labor:

Supervision (Supt. & Timekeeper)	$2,349.32	
Labor	31,755.67	
State Industrial Accident Commission 5%	1,727.95	
Social Security & Unemployment Insurance 4%	1,382.20	$37,665.14

Materials:

Sand	410 cu. yd. at $1.50 f.o.b. Job	$615.00	
Gravel	654 " " " 1.50 "	981.00	
Cement	1,305 bbl. at 2.40	3,132.00	
Reinforcing Steel	88,492 lbs. " 2.50 per cwt.	2,212.30	
Galvanized Reinf. Steel	1,000 lbs. " 5.40 " "	54.00	
Piling	16,920 lin. ft. at 0.13 in river at job	2,199.60	9,193.90

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned, including repairs)	$15,675.00	
" " (Hired)	500.00	
Form Lumber	1,497.96	
Camp Lumber, building supplies and equipment	711.98	
Gas, Oil and Grease	3,770.20	
Explosives	6,425.93	
Small Tools & Misc. Supplies	1,116.62	
Move In Freight & Cartage	2,340.00	
Rental of Camp Site	150.00	
Public Liability	317.55	
Bond 2% of Gross Revenue	1,535.10	
Field Office	1,065.52	
Home Office & General Overhead 3% of Gross Revenue	2,370.80	
Supplies for Cook House (Food, fuel etc.)	1,482.90	38,959.86
		$85,818.90
Move In Credit		550.00
Cost of Camp Construction Credit 40%		677.00
Cost of Drilling & Shooting 10,000 cu. yds. of solid rock not allowable in estimate at $0.256 per yard		2,563.00
Net Cost		$82,028.90

CORBETT STATION - ROOSTER ROCK

REMARKS:-

This contract was bid on November 18th, 1938, but was not awarded until December 30th. Work was started on January 5th, and suspended due to high water on May 10th, with the job 60% complete. The work to be done under this contract consisted of 35 acres of light clearing, two large concrete box culverts, 96,000 cu. yds. of common excavation and 120,000 cu. yd. of solid excavation to be used for rock toe embankment.

The contractor started his work by building a 60 man camp and also placed a large crew on the clearing. The clearing work consisted mainly of small willow trees and some second growth fir. An RD8 cat and dozer was used on the clearing and grubbing and the work was completed in 8 weeks time at a cost of $118 per acre.

A 3/4 yd. Northwest shovel equipped with a dragline was used for digging the trench excavation for the box culvert but due to the wet sand encountered this work was slow and expensive. Considerable hand labor was also used on the trench excavation. The contractor built a pile driver for this job and equipped it with a 11,600 lb. double action steam hammer. The piling were delivered at the river bank about 1000 ft. from the job and dragged to the culvert site by a small tractor. Expensive repairs to the pile driver and lost time eliminated a profit on this item.

The larger of the two box culverts, a double 10' by 10' structure, has been completed although construction was carried on under difficulties due to the rising water in the Columbia River. It was necessaey to construct a dike on the exposed upstream side of the culvert and to use pumps to dispose of seepage. The aggregate for the culvert was shipped in by rail from the Ross Island Sand & Gravel Co. and unloaded directly from the cars into stockpile along the track. The concrete was mixed at the stockpile site and then hauled to the culvert, a distance of 600 feet, in small dump cars operated on a narrow gauge track.

The common excavation consisted of the overburden on the rock at Tunnel Point and of a single large cut at Rooster Rock. The material was mostly sand and was handled with D8 Cats and Dozers and single unit 12 yd. Letourneau scrapers pulled by D8 Cats. A ramp was dozed into place on the west side at Tunnel Point and used as a hauling road. The material was moved with reasonable speed with the exception of the sand which lay in pockets on the solid rock at Tunnel Point. This material was saturated with water and it was necessary to drain the pockets and to push the wet sand out with the dozers. While this phase of the work was slow and expensive the remainder of the common was moved at a reasonable cost and the contractor made a small profit on this item.

Two large stationary compressors were operated in tandem to provide air for drilling the solid rock and a shop was erected for sharpening steel. The initial shot at Tunnel Point dropped about 4,000 cu. yds. into place and the remainder of the solid was moved by cats and scrapers, by a 1 3/4 yd. shovel loading into two 8 yds. trucks and by a 3/4 yd. shovel loading into two light trucks. Drilling and shooting cost $0.26 per cubic yard and 0.8 of a lb. of powder was required per cubic yard. When work was suspended on May 10th, there was 10,000 yards of rock drilled and shot ready for hauling.

The contract to date shows a small loss which originated principally on the excavation for the box culvert. The loss will probably be slightly larger at the conclusion of the job, as the contractor will have additional move-in cost, and the margin of profit on the solid excavation, which is a large part of the remaining work, is very small.

E. H. CLYMER,
Cost Analyst

By

V. R. Jones.

H
6-20-39

RECEIVED
MAY 9 1939
FOR FILING

May 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Corbett Station-Rooster Rock Section, Project No. FA 248-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 2 - 1939
OREGON
STATE HIGHWAY COMMISSION

May 1, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon F.A.P. 248-A (1), the Corbett station-Rooster Rock section of the Columbia River Highway, for signature and return to this office. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

As Federal A id is to be provided with 1938 funds which will lapse unless the agreement is completely executed by June 30, prompt action is requested.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. C. Caufield
Highway Engineer

Encl.

RECEIVED
APR 12 19
FOR FIL

Fa 248 (1)

April 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 8, 1938, we are sending, under separate cover, three copies of agreement with the Union Pacific Company, covering encroachments upon their right of way in connection with the construction of the Corbett Station-Rooster Rock Section, Project No. FA 248-A (1).

We are likewise sending, under separate cover, three copies each of the maps listed on page 2 of the agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

April 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of April 8th, concerning the Corbett Station-Rooster Rock Project (FA 248-A-1), for which a contract was awarded on December 30th.

When the contract referred to was awarded, it was our thought that we were contracting the project which is included in the 1938 Program under the designation "Troutdale-Dodson." It appears now, however, that your Bureau has considered the contract to be a part of the project which is included in the 1939 Program under the designation "Corbett-Crown Point."

As it will not be possible for us to award another contract to take up the 1938 allotment for the Troutdale-Dodson Section, we would appreciate your changing the fund set-up for the Corbett Station-Rooster Rock contract so that that contract will apply as the 1938 project rather than as a part of the 1939 project.

Copies of our agreement with the Railway Company, in connection with the Corbett Station-Rooster Rock contract, will be mailed to you within the next day or two.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Reference is made to P. S. and E. for Oregon Federal Aid Project No. 248-A (1), the Corbett Station - Rooster Rock Section of the Columbia River Highway.

Nash.

This project was listed as Item No. 1 on the 1939 regular Federal Aid program dated August 4, 1938. Our authorization for advertisement dated November 1, 1938, included a stipulation that we be furnished with copies of your agreement with the Union Pacific Railway Company, and on November 3, 1938, you replied that these would be supplied within a few days. Your wire of December 30th stated the right-of-way had been acquired and the encroachment agreement with the railroad company executed. The project agreement estimate has just been received but will be held pending receipt of copies of your agreement with the Union Pacific Railway Company mentioned above.

Reference is also made to the fact that Item 3 of the 1938 regular Federal Aid program dated March 9, 1938, calling for one mile of dredging and riprap between Troutdale and Dodson, is still in the program stage, and some action should be taken relative to these funds which, unless under agreement, will lapse June 30, 1939.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

April 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Reference is made to P. S. and E. for Oregon Federal Aid Project No. 248-A (1), the Corbett Station - Rooster Rock Section of the Columbia River Highway.

This project was listed as Item No. 1 on the 1939 regular Federal Aid program dated August 4, 1938. Our authorization for advertisement dated November 1, 1938, included a stipulation that we be furnished with copies of your agreement with the Union Pacific Railway Company, and on November 3, 1938, you replied that these would be supplied within a few days. Your wire of December 30th stated the right-of-way had been acquired and the encroachment agreement with the railroad company executed. The project agreement estimate has just been received but will be held pending receipt of copies of your agreement with the Union Pacific Railway Company mentioned above.

Reference is also made to the fact that Item 5 of the 1938 regular Federal Aid program dated March 9, 1938, calling for one mile of dredging and riprap between Troutdale and Dodson, is still in the program stage, and some action should be taken relative to these funds which, unless under agreement, will lapse June 30, 1939.

Very truly yours,

W. H. LYNCH,
District Engineer

RECEIVED
MAY 10 1939
FOR FILING

FA-248A(1)

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Corbett Station-Rooster Rock Section, Project No. FA 248-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 248-A(1)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 23, 1939

Clearing and Grading (Sta. 761+00 to 763+50)
(Sta. 787+70 to 802+40)(Sta. 860+30 to 862+20)

All Required		Clearing and Grubbing		$ 782.00
95,650	cu. yds.	Common Excavation	$ 0.16	15,304.00
120,000	cu. yds.	Solid Rock Excavation	0.45	54,000.00
214,000	yd. sta.	Overhaul	0.01	2,140.00
10,000	yd. mi.	Truck Haul	0.12	1,200.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
		Subtotal		$ 73,526
		10% Engr. & Cont.		7,352
		Total		$ 80,878

Length 0.348 mile
Cost per mile $ 232,408

Clearing and Minor Structures (Sta. 763+50 to 787+70)
(Sta. 802+40 to 860+30)(Sta. 862+20 to [illegible]1+00)

All Required		Clearing and Grubbing		$ 4,218.00
86,000	yd. sta.	Overhaul	$ 0.01	860.00
40,000	yd. mi.	Truck Haul	0.12	4,800.00
400	cu. yds.	Trench Excavation	1.00	400.00
9,600	lin. ft.	Foundation Piling	0.60	5,760.00
270	cu. yds.	Class "D" Concrete	22.00	5,940.00
31,000	lbs.	Metal Reinforcement	0.05	1,550.00
		Subtotal		$ 23,528
		10% Engr. & Cont.		2,352
		Total		$ 25,880

Length 1.877 miles
Cost per mile $ 13,787

Concrete Culvert (Sta. 865+99.1 to 866+20.8)

950	cu. yds.	Trench Excavation	$ 1.00	$ 950.00
350	cu. yds.	Common Excavation	0.16	56.00
16,200	lin. ft.	Foundation Piling	0.60	9,720.00
800	cu. yds.	Class "D" Concrete	22.00	17,600.00
81,000	lbs.	Metal Reinforcement	0.05	4,050.00
			Subtotal	$ 32,376
			10% Engr. & Cont.	3,237
			Total	$ 35,613

Length 0.004 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Clearing and Grading	$ 80,878	$ 49,338	$ 31,540
Clearing and Minor Structures	25,880	15,787	10,093
Concrete Culvert	35,613	21,725	13,888
	$ 142,371	$ 86,850	$ 55,521

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 9-8-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
1939

February 18, 1939

Mr. E. A. Collier
Division Engineer
Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 17 concerning uplift on the Rooster Rock culvert. The only tests of bond strength of wood piles in concrete that I know of are those reported by Mr. R. R. Lundahl in the 1923 "Transactions of the American Society of Civil Engineers." These were run in connection with a sewage plant in Milwaukee. They tested a considerable number of piles, some of which were without any mechanical anchorage and some were deformed by grooving or by placing pins or spikes in the sides of the piles. They found practically no advantage in deforming the head or in any other type of mechanical anchorage. The minimum value of bond strength in these tests was 55.5 pounds p.s.i. and the average was 66.3 pounds p.s.i.

In arriving at an 11,000-pound uplift per pile you have assumed the worst possible condition, and assuming that these piling penetrate the concrete twelve inches we would, under these conditions, only require a bond strength of about twenty-four pounds p.s.i. It would seem to me that we are amply safe in depending upon the bond strength which would be developed. Before the concrete is placed around these piles, they should be thoroughly cleaned so that there is no lubricating effect from a film of clay.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓
J. T. Skelton

FORM 9-8-1 3M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED

February 17, 1939

RECEIVED
FEB 18
STATE [illegible] COMMISSION

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: [illegible]. S. Paxon

Dear Sir:

The Rooster Rock Box Culvert is being constructed on a soft silt. We will arrange to place the hydraulic fill on each side thereof level, but at the time the hydraulic fill reaches the top of the culvert there will be a considerable upward pressure on the bottom of the culvert.

Attached hereto is a scratch sheet on which I have figured that assuming worst conditions there might be an upward pull on piling amounting to 11,000 pounds each.

Please check through this and if it appears desirable, advise us size of strap with which to fasten piling to box.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. C. B. McCullough
Mr. J. T. Skelton
Encl.

FORM 9-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED

RECEIVED
FEB 16

February 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Estimate No. 2 for Corbett-Rooster Rock Project, Contract No. 2151.

This is the only Monthly Estimate from this Division except Abernethy Creek which was sent to Mr. G. S. Paxon today.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:ME
cc: C. B. McCullough
Encl.

RECEIVED
FEB 8 1939
FOR FILING

December 30, 1938

Colonial Construction Co.
West 326 First Avenue
Spokane, Washington

Gentlemen:

Confirming my telegram to you of this date the State Highway Commission has today awarded you the contract for 2.26 miles clearing, 0.37 mile grading, and 1.15 miles rock toe embankment on the Corbett Station-Rooster Rock Section of the Columbia River Highway, in Multnomah County. This award was based on your bid of $129,430.00 submitted on November 18, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Tel confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		FOREIGN	
TELEGRAM	X	FULL RATE CABLE	
DAY LETTER		DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER			
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM DECEMBER 30 1938

COLONIAL CONSTRUCTION COMPANY

WEST 326 FIRST AVENUE

SPOKANE, WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF CORBETT STATION-ROOSTER ROCK SECTION OF COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY BASED ON YOUR LOW BID SUBMITTED NOVEMBER 18, 1938. CONTRACT FORMS FOLLOW SHORTLY

STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 23 1939
FOR FILING

January 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Paul Van Scoy

Dear Sir:

The Colonial Construction Company yesterday drove test piling for the box culvert just east of Rooster Rock. Mr. J. T. Skelton reports the piling brought up solid at depths varying from 40 ft. to 51 ft. The material down to this depth was very soft. Herewith are records showing the estimated bearing power of the soil at various depths as the piling were driven.

Test piling were driven on Bolon Island by A. G. Skelton about five years ago. There is a record in the Roseburg office, and possibly in the Salem office, of the bearing power developed by these piling at various depths. I would like to have this information to assist in judging what action we can expect under the fills to be placed along the Columbia River.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(06)

RECEIVED
JAN 23 1939
FOR FILING

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1938 DEC 15 AM 11 12

PRH35 9=SPOKANE WASH 15 1055A

OREGON STATE HIGHWAY DEPARTMENT=

TWO WEEKS EXTENSION GRANTED FOR AWARD ON CORBETT JOB=

COLONIAL CONSTRUCTION CO=

Bids rec'd Nov. 18
Plus 30 days Dec. 18
" 14 " Jan. 1 (Sunday).

~~Project awarded~~ Dec. 30, 1938.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

December 14, 1938

The Colonial Construction Company
West 326 First Street
Spokane, Washington

Gentlemen:

Due to delay on the part of the Union Pacific Railway Company in obtaining execution of easement agreements, we have been unable to make award of the contract for the Corbett Station-Rooster Rock Project, and it now appears that it may be well along towards the first of January before the award can be made.

Your proposal binds you to accept an award based thereon only provided the award is made within 30 days of the date upon which bids were received, which, in this instance, was November 18th. Therefore, if you are still interested in having the award made to you, it will be necessary that you grant an extension of the time within which your proposal may be accepted. We are of the opinion that the extension will not need to be beyond January 1st.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 5-8-1 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 17 1939
FOR FILING

RECEIVED
JAN 17
COMMISSION

26-1137
26-1032

January 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Monthly Estimate No. 1 for Corbett Station-Rooster Rock Project, Contract No. 2151. This is the only Monthly Estimate for this Division.

The Final Estimate for Interstate Avenue Project should be ready for submission within ten days. No work has been done on Northeast Portland Grading Project or on 42nd Street Overcrossing Project.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

RECEIVED
JAN 16 1939
FOR FILING

248-11-1

January 14, 1939

Colonial Construction Co.
West 326 1st Street
Spokane, Washington

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2151 which was awarded to you on December 30, 1938, for grading the Corbett Station-Rooster Rock Section of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM 3-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
6200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 11 1939
FOR FILING

RECEIVED
JAN 11 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED
Ass't State Highway Engineer

January 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

The McCormick Logging Company are proposing to furnish piling for the Colonial Construction Company on the Corbett-Rooster Rock job. They have a stand of piling timber on the old road between M.P. 49.0 and Wyeth on the Columbia River Highway. They would like to haul this over the Columbia River Highway from Wyeth to approximately M.P. 49.0, with the piling being 60 ft. long, making the over-all length of the loads 70 ft.

There is a poorer road over which they could haul to approximately M.P. 49.0 and then along the Columbia River Highway about 600 ft. only.

As you know, the section from Wyeth to M.P. 49.0 is quite crooked and I think the Commission has adopted some policy with respect to long piling on the Columbia River Highway. Will you please advise me the Commission's policy with respect to such permits as suggested above?

If no permit for either location will be granted, the piling can, of course, be secured elsewhere on the Columbia River Highway, but the McCormick people and the Colonial Construction Company would like to use this timber if the permit can be obtained.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

FORM 9-9-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, [illegible]
F. L. TOU [illegible], [illegible]VILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 11 1939
FOR FILING

RECEIVED
JAN 11 1939
[illegible]
STATE [illegible] COMM[illegible]37

January 10, 1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith cross-sections showing sections where culverts are to be placed, under a subsequent contract on the Corbett-Rooster Rock Section. Please send me two blueprints and return the original.

Please also send me one print of the Corbett-Rooster Rock profile, which was sent to Salem last August. With this material, I will answer Mr. Roberts concerning drainage from railroad culverts.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough ✓
Encl.

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 10 1939
FOR FILING

January 9th, 1939

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Mr. Roberts of the Union Pacific has requested that you furnish him with details of culvert locations on the Corbett-Rooster Rock Section, with particular reference to the extension of our pipes through their fills. He wishes to be sure that the drainage through their roadbed will in no way be interfered with by our construction.

Will you kindly discuss this with him at your early convenience as he has mentioned it several times.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

January 4, 1939

Mr. E. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to your letter of January 3rd, the correct prefix for the Corbett Station-Rooster Rock project is 26-1137. The number 26-1139, as noted on the Project Expenditure Authorization form and the contract, is in error. Please make the proper correction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

cc Carl A. Peterson

FORM 2-8-1 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

On December 20th you assigned us Job Prefix 26-1137 for Corbett Station-Rooster Rock. Today we received a Record of Project Expenditure Authorizations showing Job Prefix 26-1139.

Please advise which is correct.

Very truly yours,

E.A.Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

24-12-1

January 4, 1939

Mr. Lyle Cook
General Delivery
Gresham, Oregon

Dear Sir:

In response to your inquiry of December 30, 1938, you are advised that the contract for the Corbett Station-Rooster Rock Section of the Columbia River Highway, in Multnomah County, has been awarded to the Colonial Construction Company. Their headquarters address is West 326 First Avenue, Spokane, Washington. We have not as yet been advised where they will have their field office for this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

Colonial Construction Co. W. 326 First Ave.,
Spokane, Wash.

Corbett Station-Rooster Rock Section of Columbia River Highway in Multnomah County.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COMMISSION
ENGINEER

RECEIVED
[illegible] - 1930
OREGON
STATE HIGHWAY COMMISSION

NOTED
Asst. State Highway Engineer

when they are to
start
yours truly
Lyle Cook
LYLE COOK
Gresham, Oregon
Gen. Del.

Attention: S. H. Probert

...cember 20th you assigned us Job Prefix 26-1137 ...-Rooster Rock. Today we received a Record of ... Authorizations showing Job Prefix 26-1139.

... advise which is correct.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

Dear Sir: Dec 30, 1938

Could you tell me about the part of the Columbia River Highway to be built near Corbett Oregon. The contractors name, office and telephone and when they are to start

Yours truly
Lyle Cook
LYLE COOK
Gresham, Oregon
Gen. Del.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ATE HIGHWAY COMMISSION
F E. A. COLLIER, DIVISION ENGINEER
2800 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
- 1939
OREGON
STATE HIGHWAY COMMISSION

January 3, 1939

NOTED
Asst. State Highway Engineer

Attention: S. H. Probert

ember 20th you assigned us Job Prefix 26-1137
Rooster Rock. Today we received a Record of
Authorizations showing Job Prefix 26-1139.

advise which is correct.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
2200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

January 3, 1939

24-a-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: S. H. Probert

Dear Sir:

On December 20th you assigned us Job Prefix 26-1137 for Corbett Station-Rooster Rock. Today we received a Record of Project Expenditure Authorizations showing Job Prefix 26-1139.

Please advise which is correct.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

January 3, 1939

COLONIAL CONSTRUCTION COMPANY
W. 326 First Street
Spokane, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2151 which was awarded to you on December 30, 1938, by the State Highway Commission, for the grading of the Corbett Station-Rooster Rock Section of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be sent to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HC:MBL

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 31, 1938.

NOTED
Asst. State Highway Engineer

Mr. S.Murray,
Resident Engineer,
Union Pacific Company,
Pittock Block,
Portland, Ore.

Dear Sir:

With further reference to yours of December 9th, wish to advise that the Colonial Construction Company, West 326 First Avenue, Spokane, Wash., a corporation, incorporated in the State of Washington, has been awarded the contract for grading the Corbett Station-Rooster Rock Section of the Columbia River Highway. The contract was awarded as of December 30th, 1938.

The attached mimeographed sheet gives a description of the work as referred to in the contract. We believe this will give you the information necessary. If not, please advise.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H

CC to
C. B. McCullough

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

248-[illegible]

December 30, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Project No. 248-A (1), the Corbett Station-Rooster Rock section of the Columbia River Highway, to Colonial Construction Company, Spokane, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 30, 1938

MR. W. E. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

RIGHT OF WAY FOR CORBETT STATION ROOSTER ROCK PROJECT HAS BEEN ACQUIRED AND ENCROACHMENT AGREEMENT WITH RAILWAY COMPANY EXECUTED STOP WITH YOUR CONCURRENCE WE WILL AWARD CONTRACT TO COLONIAL CONSTRUCTION COMPANY TODAY

C. B. McCULLOUGH

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

F. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Harold B. Say

FORM 5-S-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
6200 S. E. MCLOUGHLIN
PORTLAND, OREGON

RECEIVED
DEC 24 1938
OREGON
STATE HIGHWAY COMMISSION

December 22, 1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I wish to have some pictures taken of the inside of the railroad tunnel at Tunnel Point east of Corbett.

The concrete lining has numerous cracks and it appears to me that a record should be made of these before we start our grading work. Mr. Peterson has an office at Springdale and would be glad to go down with the photographer. The photographer, of course, will have to have flashlight powder to take the picture inside the tunnel and the pictures should be located by measuring in from the east portal, say.

I do not know that it is essential to completely cover the tunnel lining with the pictures, but suggest at least ten shots be taken.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Harold B. Say

RECEIVED
DEC 31 1938
FOR FILING

Const
Projects
Primary

December 20, 1938

Mr. E. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Replying to your letter of December 19th, we have assigned Prefix 26-1137 to the Corbett-Rooster Rock Section of the Columbia River Highway in Multnomah County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
DEC 20 19
COMMISSION

December 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Has a prefix been assigned to the Corbett-Rooster Rock Section contract on the Upper Columbia River Highway?

If it is possible to assign a prefix before actual signing of the contract, we would appreciate receiving this information.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By Wilbur M. Darby
Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

26-1137

FORM 5-S-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

December 19, 1938

RECEIVED
DEC 20 193
OREGON
HIGHWAY COM

Correct [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

NOTED
Asst State Highway Engineer

Dear Sir:

Has a prefix been assigned to the Corbett-Rooster Rock Section contract on the Upper Columbia River Highway?

If it is possible to assign a prefix before actual signing of the contract, we would appreciate receiving this information.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

UNITED STATES DEPARTMENT OF AGRICULTURE

OREGON STATE HIGHWAY COMMISSION
SALEM

December 12th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. Murray
Resident Engineer
Union Pacific Railway Co.
Pittock Block
Portland, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

This will acknowledge the receipt of one set of white prints of the relocated Columbia River Highway from Troutdale to Warrendale. K. were approved November 1, 1938.

As requested, we are enclosing one copy of special provisions for the Corbett Station-Rooster Rock Section. The balance of the information will be sent to you as soon as the contract has been awarded.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. K. Low
R

cc to: R. H. Baldock

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
- 1938

74 248(1)

November 7, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal Aid Project 248-A(1), Corbett Station-Rooster Rock Section of the Columbia River Highway, for which P.S.& E. were approved November 1, 1938.

Will you please send us one additional copy of the title sheet for our files.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Hwy. Engineer

RECEIVED
FOR [illegible]

[illegible] 248-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] - 1938
[illegible]

November 7, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the P.S.& E. papers for Oregon Federal Aid Project 248-A (1), the Corbett Station-Rooster Rock Section of the Columbia River Highway.

As the double 10x10 reinforced concrete box culvert at Station 866+10 is a structure of more than 20 ft. clear space, the quantities should be segregated in the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer
By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

248-(1)

November 3, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of November 1st, concerning the Corbett Station-Rooster Rock Project, Federal Aid Project No. 248-A (1), this will advise that it is the intention of the Highway Commission to carry on a continuing program of improvement on the Troutdale-Bonneville Section, of which the Corbett Station-Rooster Rock Section is a unit, and bring the section to completion at as early a date as available funds will permit.

Copies of our agreement with the Union Pacific Company, relative to encroachments on the company's right of way, will be forwarded within the next few days.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 248-A (1), the Corbett Station-Rooster Rock section of the Columbia River Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of revised project statement sketch map.

As this is a stage construction, it will be necessary that the State agree to the completion of this project within a reasonable time.

Copies of your agreement with the Union Pacific relative to the encroachments on their right of way, Stations 761 to 766+25; 791 to 801; and 811+65 to 819+15, should be sent to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 8-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 3rd, 1938

2115-6-1

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Carl A. Peterson is assigned as resident engineer on the Corbett Station-Rooster Rock Section of the Columbia River Highway. Please arrange for the transfer of Mr. Peterson immediately and supply him with a party from men in your division. I suggest that Mr. Haynes be assigned as transitman and at least one chainman transferred from Kirkwood's party who is familiar with the location between Troutdale and Cascade Locks.

I also suggest that Peterson be stationed on the highway at Corbett if there are any living quarters available for the men and room for an office. If not, the party may be stationed at Troutdale.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
F. D. Eason
C. A. Peterson

NOTED
State Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

71.24c-G-1

October 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Corbett Station-Rooster Rock Section, Project No. FA 248-A (1).

Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ME

Encl.

Oregon State Highway Department

Federal Aid
Project No. 248-A (1)

CORBETT STATION-ROOSTER ROCK SECTION
OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 26, 1938

Clearing and Grading (Sta. 761+00 to 763+50) (Sta. 787+70 to 802+40) (Sta. 860+30 to 862+20)

All Required		Clearing and Grubbing		$ 500.00
95,650	cu. yds.	Common Excavation	$0.30	28,695.00
120,000	cu. yds.	Solid Rock Excavation	0.75	90,000.00
214,000	yd. stas.	Overhaul	0.02	4,280.00
10,000	yd. mi.	Truck Haul	0.15	1,500.00
1,000	lin. ft.	Rounding Cutbanks	0.10	100.00
		Subtotal		$125,075
		10% Engr. & Cont.		12,507
		Total		$137,582

Length 0.348 mile
Cost per mile $395,350

Clearing and Minor Structures (Sta. 763+50 to 787+70) (Sta. 802+40 to 860+30) (Sta. 862+20 to 881+00)

All Required		Clearing and Grubbing		$ 2,500.00
1,350	cu. yds.	Trench Excavation	$1.00	1,350.00
350	cu. yds.	Common Excavation	0.30	105.00
86,000	yd. stas.	Overhaul	0.02	1,720.00
40,000	yd. mi.	Truck Haul	0.15	6,000.00
25,800	lin. ft.	Foundation Piling	0.50	12,900.00
1,070	cu. yds.	Class "D" Concrete	22.00	23,540.00
112,000	lbs.	Metal Reinforcement	0.05	5,600.00
		Subtotal		$ 53,715
		10% Engr. & Cont.		5,371
		Total		$ 59,086

Length 1.877 miles
Cost per mile $31,478

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Clearing and Grading	$137,582	$ 83,927	$53,655
Clearing and Minor Structures	59,086	36,043	23,043
	$196,668	$119,970	$76,698

FORM 5-G-1 500 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

94C-1-1

605 Weatherly Bldg.
September 16, 1938

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
te Highway Engineer

Dear Sir:

In response to Mr. Low 's call to Mr. Kirkwood's office yesterday, we mailed you one envelope of earthwork computation sheets for the Corbett-Rooster Rock Section of the Upper Columbia River Highway.

This included all of the computation sheets in the Division Office on this section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

FORM 8-2-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 13 1938
FOR FILING

605 Weatherly Bldg.
September 12, 1938

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In response to your telephoned request today, we are enclosing herewith the concluding paragraphs for Page 2 of the Taylor Siding-Rooster Rock Section Special Provisions, which were inadvertently omitted in the copies transmitted to you on August 24th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

NOTED
Highway Engineer

FORM E-8-1 1M 4-38

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

FOR FILING

24-

605 Weatherly Bldg.
August 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith Special Provisions and plans for the Taylor Siding-Rooster Rock, Grading and Rock Embankment, Project, as listed below. We first made up a $500,000 project for grading, rock embankments and hydraulic fill for the Corbett-Rooster Rock Section.

(1) Profile, Troutdale-Corbett Section
(2) Profile, Corbett-Rooster Rock Section
(3) Platted cross-sections, Sta. 638 to Sta. 881
(4) Clearing chart
(5) Vicinity map for 6' x 6' box at Sta. 828
(6) Special Provisions

About four days ago we sent you an encroachment map tracing, Scale 100', which can be used for map purposes in the preparation of these plans.

The present project contemplates installation of the two box culverts only. The smaller culverts will be placed during construction of hydraulic embankments and will empty at approximate elevation 20' at the top of our rock embankment. The clearing limits have been shown because we have a very wide right of way and the willows will be a material advantage, even though there is a considerable depth of fill made around them. We have in every case provided for clearing at least 100 ft. wide.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

NOTED
State Highway Engineer

EAC:DP
CC R. H. Baldock
Encl.

FORM 2-2-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 23 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

248-A-1

605 Weatherly Bldg.
July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

We have been working up plans for the Corbett-Rooster Rock Section on the water grade route up the Columbia River. In this section are three structures as follows:

(1) 6' x 6' box at Station 830
(2) 6' x 6' box at Station 853
(3) Double 10' x 10' box at approximate Station 864

I think each of these will be found on piling.

The Columbia River in Portland is at about Elevation 9' and falling about 1/2' a day. I suggest the advisability of having the test piling driven at each of the above locations to determine the penetration and length of piling required. There is, I understand, a commercial pile-driver outfit at Corbett.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

CONTRACT# [redacted] 2152

FA-168-J(1) Oregon City Sec., Pacific 1939
Hwy. East-North Sec.

2152

1168-x-1

R. H. Baldock

FINAL COST ANALYSIS

October 28, 1939

North Unit, Oregon City

Pacific Highway East

Contract No. 2152

Prefix 3-1014-[redacted]

Leonard & Slate, Contractors

F. T. Young, Resident Engineer

State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$380.47	All				$500.00
*Trench Excavation	374.44	148	Cu. Yd.	$2.53	$1.00	148.00
Removal of Sawdust	64.75	329.1	Cu. Yd.	0.19	0.10	32.91
Embankment in Place	14,221.98	38,137.2	Cu. Yd.	0.37	0.30	11,441.16
Finishing Roadbed & Slopes	806.64	.44	Mile	1833.27	1000.00	440.00
Pavement Removal	147.65	544.2	Sq. Yd.	0.27	0.30	163.26
Sidewalk Removal	15.30	84.6	" "	0.18	0.30	25.38
Curb "	8.63	159.1	Lin. Ft.	0.054	0.10	15.91
Rock Slope Protection	2,335.33	1,157.6	Cu. Yd.	2.02	1.50	1,736.40
*8" Sewer Pipe	133.99	327	Lin. Ft.	0.41	0.50	163.50
*8" Metal Drain Pipe	368.71	564	" "	0.653	0.75	423.00
*Concrete Manhole	77.00	All		77.00	100.00	100.00
*Reconstruct Manhole, Sta. 23+65	29.75	All		29.75	25.00	25.00
* " " , Sta. 30+12	126.26	All		126.26	60.00	60.00
*Concrete Catch Inlets	314.55	15	Each	20.97	20.00	300.00
Cable Guard Fence	1,292.93	1,281	Lin. Ft.	1.01	1.50	1,921.50
*Conc. Curb & Gutters	2,768.08	154.51	Cu. Yd.	17.86	20.00	3,090.20
*Conc. Sidewalk	117.87	59.38	Sq. Yd.	1.98	1.75	103.92
*Conc. Driveway Aprons	18.40	8.48	" "	2.17	3.00	25.44
1¼"-0" Materials in Base	2,317.39	1,769	Cu. Yd.	1.31	1.50	2,653.50
1/2"-0" " " "	481.43	367.5	Cu. Yd.	1.31	1.50	551.25
*Sand Cushion	239.05	170.75	Cu. Yd.	1.40	2.00	341.50

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Filler	$157.08	357 Cu. Yd.	0.44	0.50	$178.00
Haul Filler	59.70	298.5 Yd. Mi.	0.20	0.20	59.70
Sprinkling	109.10	98 M-Gal.	1.11	1.00	98.00
* Port. Cem. Conc. Pave.	21,570.17	14,027.8 Sq. Yd.	1.54	1.65	23,145.87
* 3/4" Expansion Joints	258.71	1,724.7 Lin. Ft.	0.15	0.15	258.71
* 1/2" " "	28.53	317 " "	0.09	0.12	38.04
* Contraction Joints	167.41	6,696.5 " "	0.025	0.02	133.93
* Dowels	677.92	7,136 Each	0.095	0.11	784.96
* Tie Bars & Reinforcing	637.96	15,949 Lbs.	0.04	0.05	797.45
* Mineral Aggregate in Place	272.00	68 Cu. Yd.	4.00	4.00	272.00
* Tar in Place	324.26	9.27 Tons	34.98	40.00	370.80
Force Account	111.36				126.18
Credit on Returned Signs					26.16
Cement Adjustment PA #1		222.66 Bbls.		2.15	- 478.72
	$51,014.78				$50,073.41

* Oregon Contracting Company, Sub-Contractor

	Contractor	Sub-Contractor	Total
Total Cost	$35,373.21	$15,641.57	$51,014.78
Gross Revenue	33,312.02	16,761.39	50,073.41
Net Profit		$1,119.82	
Net Loss	$2,061.19		$941.37

Net Loss Equals 1.9% of Gross Revenue

OREGON CITY, NORTH UNIT

Detail of Cost

LABOR:

Supervision	1,843.52	
Labor	13,322.28	
S. I. A. C.	985.77	
S. S. & Unemployment Ins.	606.63	
		$16,758.20

MATERIALS:

1¼"-0" Crushed Gravel	1,769	Cu. Yd.	@ 0.85 at Mouray's Plant	1,503.65	
1/2"-0" " "	367.5	" "	@ 0.85 " at Plant	312.38	
8" Sewer Pipe	327	Lin. Ft.	@ 0.18	58.86	
8" Corr. Iron Pipe	564	" "	@ 0.46	259.44	
8" " " " Bends	11	Each	@ 0.64	7.04	
3/4" x 7" Exp. Joints	1,724.7	Lin. Ft.	@ 0.1352	233.17	
½" x 7" " "	317	Lin. Ft.	@ 0.0708	22.44	
1/4" x 2" Cont. Joints	6,696.5	Lin. Ft.	@ 0.0148	99.10	
Latex for Joints	Lump Sum			43.13	
Dowels	7,136	Each	@ 0.075	535.20	
Sleeves	2,041	"	@ 0.02	40.82	
Tie Bars & Reinforcing	15,949	Lbs.	@ 2.40 per cwt.	382.78	
Aggregate for Concrete	3,626	Cu. Yd.	@ 0.93	3,376.13	
Portland Cement	4,234	Bbls.	@ 2.084	8,824.82	
Sand Cushion	170.75	Cu. Yd.	@ .85	145.13	
Manhole Materials	Lump Sum			26.55	
Gasco Tar	9.27	Tons	@ 11.00 Heated and in Trucks	101.97	
Mineral Aggregate	68	Cu. Yds.	@ 0.85	57.80	
					16,030.41

OREGON CITY, NORTH UNIT

Detail of Cost (Con't.)

EQUIPMENT RENTAL & MISCELLANEOUS SUPPLIES:

Equipment Rental, Owned, (Including Repairs)	6,319.50	
Rented Equipment	659.00	
Hired Trucks	2,505.34	
Gas, Oil & Grease	2,986.04	
Small Tools & Misc.	809.57	
Placing Cable Guard Fence (Ray Collins)	1,152.71	
Public Liability	305.34	
Placing Tar (Portland Roads & Driveways)	185.59	
Bond	500.73	
Form Lumber	632.06	
Move In	557.72	
Mat Rental	97.60	
Water Pipe	116.00	
Water	27.94	
Team Hire	23.50	
Home Office & General Overhead	1,347.53	
		18,226.17
Total Cost		$51,014.78

OREGON CITY, NORTH UNIT

Leonard & Slate

Costs of Gravel Embankment in Place

		Cost	Cu. Yds.	Unit Cost
Load in Pit		2,695.30	38,137.2	0.07
Haul to Fill	Average 1 mile	7,155.30	"	0.187
Flagman & Maintenance Hauling Road		433.41	"	0.011
Handle on Fill		2,354.43	"	0.062
Bond, Supervision & Overhead		1,583.54	"	0.042
		$14,221.98	38,137.2	0.372

A 1 Yd. Lorain shovel averaged 85.8 cubic yards per hour.

Hauling was done with three 5 yard Dumptors and from three to six light trucks.

RD 8 Cat and Dozer and 1 Dumpman on fill.

OREGON CITY, NORTH UNIT

REMARKS:

The contract requiring the grading, surfacing and paving of a .44 mile section was bid on January 26th, 1939. The Contractor started work on March 20th and completed on September 8th.

The gravel embankment in place was the major item of the grading, and the material was secured from a borrow pit situated along the Willamette River .7 of a mile from the North end of the job. The material was loaded with a 1 yard shovel and hauled by three 5 yard Dumptors and from three to six light trucks. Although an average of 86 cubic yards were placed in the embankment per hour, the Contractor's costs exceeded his bid by $0.07 per yard. The surfacing rock was purchased at the Oregon City Sand and Gravel Company and hauled an average of .8 of a mile to the job. The rock for the slope protection was hauled from a talus slide situated 1.6 miles from the South end of the contract. The talus deposit contained considerable loose dirt and production of suitable material averaged only 16 yards per hour. The 1 yard shovel was used for loading, and three dumptors and three light trucks did the hauling. It was also necessary to stockpile some of the material to await the completion of the Abernethy Creek Bridge. Rehandling of the rock increased the cost which with the low production caused a loss of $0.52 per yard on this item.

The concrete work and the pipe items were subbed to the Oregon Contracting Company. The sub-contractor constructed the curbs, sidewalk and driveways with Transit Mix concrete. The material was batched at the Oregon City Sand & Gravel Company and hauled in hired Transit Mix trucks. The bulk of the pavement was mixed with a 6 sack Smith Mixer and the connection at the North end of the job was constructed with Transit Mix. The mixer was used for 83 hours for laying 12,673 square yards, an average of 152.2 square yards per hour.

While the Contractor failed to make a profit on the grading work, the Sub-Contractor made a fair profit on the concrete items.

E. H. CLYMER, Cost Analyst

By

V. R. Jones

RECEIVED
OCT 16 1939
FOR FILING

FA 158-J-1

October 13, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2152, for the construction of the North Unit, Oregon City Section of the Pacific Highway East in Clackamas County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with the above contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection withis contract will be $50,073.41, including the final payment. Of this amount $126.16 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 9 - 1939
FOR FILING

168-J-1

October 9, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate on Contract No. 2152, North Unit, Oregon City Section of the Pacific Highway East in Clackamas County. This payment will be made on or after October 18, 1939.

Kindly aclnowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—6M—3-39

168-J-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 16, 1939

Section North Unit Oregon City

Kind of work Grading and Paving

Highway Pacific East

Section prefix 3-1014

Contractor Leonard and Slate

Contract number 2152

Date of contract January 26, 1939

Date of completion Dec. 31, 1939

Date work started March 20, 1939

Estimated date of completion Sept. 8, 1939

Amount of contract $ 53,974.50

Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $ 50,043.25

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3321, 100 %

Date project was completed Sept. 8, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate covering this contract completed today and handed to the Division Office.

NOTED
H. N. HACKETT

NOTED
VAN [illegible]

Signed F. T. Young

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.44				0.44
Miles partially completed	0.44				0.44
Miles completed	0.44				0.44
Total estimated quantities	38,137				14,028
Estimated quantities moved or placed to date	38,137				14,028
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

FA 147-J-1

CITY OF OREGON CITY

ALDEN E. MILLER
CITY ATTORNEY

OREGON CITY, OREGON

September 5, 1939

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Dear Mr. Baldock:

Mr. E. A. Collier, Division Engineer, delivered to me personally his letter of September 2, advising of the opening of the 11th Street connection to Water Street and Water Street south of 11th Street, and immediately thereafter Mr. Collier had his men make the change in the barricades.

Please accept the thanks of Oregon City for your cooperation in this matter.

Yours truly,

Alden E. Miller

aem lh

REFERRED

RHB

FORM 5-9-1 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5 1939
OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

September 2, 1939

NOTED
State Highway Engineer

REFERRED TO
By Asst. State Highway Engineer

Mr. Aldon Miller
City Attorney
Oregon City, Oregon

Dear Sir:

In compliance with your recent request to Mr. Baldock, we will today change the barricades at Oregon City so that logging trucks and other traffic may use the 11th Street connection to Water Street. Water Street south of the end of our new concrete pavement is to be maintained by the city until such time as the state constructs new structures and pavement on it.

The barricades on the new pavement north of 11th Street and, in particular, the one at Abernethy Bridge will be maintained in order that traffic will not stray off the highway route.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
H. G. Smith
W. M. Strohmeyer

Form E-30—[illegible]

7a-168-J-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 15, 1939

RECEIVED
AUG 17 193
STATE [illegible]

From: E. A. Collier

To: W. M. Strohmeyer

Subject: Barricades to be removed and replaced at Oregon City on Saturday, Aug. 19th

NOTED

Dear Sir:

The Oregon City people have requested the state to divert Pacific Highway traffic over the Water Street Route from 5th and Main to 14th Street during their parade on Main Street on Saturday, August 19th, from about 10:30 A.M. to 1:30 P.M. I have talked to Contractor Slate and Sub-contractor Arenz and they have no objection and will remove the bump of concrete at 10th Street and will place there a load of 1/2"-0 crushed gravel before Saturday morning.

At 14th Street there is a paved connection. Mr. Widdows and the City will arrange for traffic officers, detour signs, etc., but I want you to arrange to move the barricade now across 14th Street, so that it extends across the new pavement just north of 14th Street and to remove the barricade at 10th Street.

These two barricades are to be removed just before the parade and are to be replaced in position after the parade, when highway traffic will again be using Main Street.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
John Beakey

FORM 9-S-1 3M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

3-1014

August 15, 1939

Leonard & Slate
Multnomah
Oregon

REFERRED TO
R1413
Asst. State Highway Engineer

Gentlemen:

The Oregon City people have requested us to detour Pacific Highway traffic over the new pavement between 10th and 14th Streets in Oregon City during their parade. This will be on Saturday, August 19th, from about 10:30 A.M. until 1:30 P.M.

The state will arrange to move your barricade at 14th Street, so that the new pavement will be blocked north of 14th Street during the parade hours, and will then return the barricade across 14th Street. We will also remove and replace the barricade at 10th Street.

This project is under construction and we request your permission to divert traffic over the portion of it from 10th to 14th during the hours mentioned. If you have no objection, please sign the attached letter.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

We have no objection to diversion of traffic over the section of the Oregon City job during the hours mentioned on Saturday, August 19, 1939.

LEONARD & SLATE
By Fred W. Slate
LEONARD & SLATE

Aug. 16, 1939
DATE

cc Mr Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
JUL 19 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 168-J (1)
N. Unit, Oregon City Sec.
Pacific Highway East

July 18, 1939

FA 168-J-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

(1)

Tom

Appr-39290

Form P. R. 2

State Oregon

Federal Aid Project No. 168-J (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of May, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 4th day of December, 1933, a project statement, which was approved by the Secretary on the 31st day of January, 1934, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section J (1) of said project which were recommended for approval by the United States District Engineer on the 11th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-eight thousand, thirty and 00/100 dollars ($48,030.00) as the share of the United States payable under said act on account of Section J (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 51, laws 1920; (Include date and citation of Chap. 88, laws 1931 act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 11+80, the south end of Section B of said project, and survey station 36+32 on Water Street near Tenth Street, in Oregon City,

, length 0.464 of a mile~~s~~, in Clackamas County, being Section J (1) of Oregon Federal Aid project No. 168, consisting of 0.437 of a mile~~s~~ of roadway and 1 bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.027 of a mile in length.

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section J (1) of said project shall not in any event exceed the sum of forty-eight thousand, thirty and 00/100 dollars ($48,030.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, fifty-one and 00/100 dollars ($80,051.00), the approved total estimated cost of Section J (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of JUN 23 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ____________________

Member, State Highway Commission
(Title of officer)

By ____________________

____
(Title of officer)

By ____________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 168-J, (1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 80,051.00 as the total estimated cost of said project, and the sum of $ 48,030.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 23 1938

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

(1)

U.S. GOVERNMENT PRINTING OFFICE [illegible]

5-23-~~30a~~

5152

June 13, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution relative to encroachments and traffic on the relocation of the Pacific Highway East through Oregon City, from 5th and Main Street to 14th Street.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB

Encl.

1/4/39 Grade Res
1/4/39 Enc Res (Partial) FAP168-J①
6/7/39 Enc Res (Entire Proj ?) " " "

5-23-~~3aa~~

May 20, 1939

Mr. J. L. Franzen
City Manager
Oregon City, Oregon

Dear Sir:

A few days ago when I sent you the revised grade resolution covering changes in grade from Fifth Street to Tenth Street, I failed to send you a resolution relative to encroachments and traffic covering the section from Fifth Street to Fourteenth Street.

We are, therefore, enclosing six copies of this resolution, and I would appreciate it if you will present these to the City Commission for their approval, and after they have been approved and executed by the proper city authorities, please retain one copy for your city records, and return the other copies to me at Salem.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

S-23-Zaa

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 15, advising that an encroachment resolution passed on January 4, 1939, by the Oregon City Commission, for Project FAP 168-J (1), for the North Unit of the Oregon City Section of the Pacific Highway East, does not cover all of the projects under contract at this time.

I wish to advise that we have already submitted to the City Commission of Oregon City a resolution to cover the balance of this project, extending from 14th Street to Fifth Street in Oregon City, and I expect to receive the signed resolution within the next few days, and copies will immediately be sent your office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

5-23 ~~300~~

B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 16 1939
OREGON
STATE HIGHWAY COMMISSION

May 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The encroachment resolution passed January 4, 1939, by the Oregon City Commission, which you submitted in connection with Oregon F.A.P. 168-J (1), North Unit of the Oregon City section of the Pacific Highway East, covers only that part of the project north of 14th Street. Will you please secure a new resolution covering the balance of the project.

The resolution of April 10, 1936, submitted in connection with the two Works Program projects, WPGM 132-F and WPMH 132-G, extends south from Sta. 56+34.3 at Fifth Street and Main Street. The south end of 168-J (1) is at Sta. 36+32 near Tenth Street.

As 1938 Federal Aid funds are involved, it is suggested that this matter receive prompt attention.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

4-7-37

5-22+ B

RESOLUTION

WHEREAS, State Highway No. 99 E of the State of Oregon, known as the Pacific Highway (East) ~~Highway,~~ is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: Fifth Street, Water Street, and a relocation of the Pacific Highway (East) from the intersection of 5th Street and Main Street to 14th Street

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City ~~Council~~ Commission of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 99 E of the State of Oregon, known as the Pacific Highway (East) ~~Highway,~~ which will permanently or unduly interfere with the free and convenient flow of

37

traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City/~~Council~~ Commission shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the/~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, this 7th day of June 1939.

Attest:

L. O. Harding
Mayor

Commissioner

Commissioner

J. L. Franzen
City Recorder

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the/~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, on the 7th day of June 1939, at the regular/ or special meeting of said/~~Common Council~~ City Commission.

Dated this 7th day of June 1939.

J. L. Franzen
City Recorder

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1939

[illegible] 23 [illegible]
[illegible]ISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project 168-J (1), North Unit of the Oregon City Section, Pacific Highway East.

As this project is to be financed with 1938 Federal Aid funds, which will lapse if the agreement is not completely executed by June 30, 1939, your immediate attention is requested.

Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
MAY 1 [illegible]

FA 168-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Smith

Dear Sir:

With reference to your letter of April 20th relative to the use of talus rock for slope protection in lieu of quarry rock on Oregon Federal Aid Project No. 168-J (1), this will confirm telephone conversation by Mr. Davis that it is satisfactory under the circumstances to use talus rock.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 10 1939
FOR FILING

168-J-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the North Unit, Oregon City Section, Project No. FA 168-J (1).

Likewise are enclosed two copies of a statement of costs and lengths for the abandoned portion of FA 168-B, resulting from the location of FA 168-J (1).

The revised project statement map requested in your letter of January 11, 1939, will be submitted in the next few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

cc W. W. Ferguson

Oregon State Highway Department   Federal Aid Project No. 168-J(1)

NORTH UNIT, OREGON CITY SECTION

OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1939

60' Roadway (Sta. 11+80 to 24+50) (Sta. 35+85.5 to 36+32)

All Required		Clearing and Grubbing	$ - -	$ 254.00
140	cu. yds.	Trench Excavation	1.00	140.00
450	cu. yds.	Removal of Sawdust	.10	45.00
13,500	cu. yds.	Embankment in Place	.30	4,050.00
0.22	mile	Finishing Roadbed and Slopes	1,000.00	220.00
550	sq. yds.	Removal of Old Pavement	.30	165.00
84	sq. yds.	Removal of Sidewalks	.30	25.20
184	lin. ft.	Removal of Curbs	.10	18.40
560	cu. yds.	Rock Slope Protection	1.50	840.00
300	lin. ft.	8" Sewer Pipe	.50	150.00
400	lin. ft.	8" Metal Drain Pipe	.75	300.00
All Required		Reconstructing Manhole (23+65)		25.00
7	only	Concrete Catch Inlets	20.00	140.00
160	lin. ft.	Cable Guard Fence	1.50	240.00
65	cu. yds.	Concrete Curb and Gutter	20.00	1,300.00
45	sq. yds.	Concrete Sidewalks	1.75	78.75
10	sq. yds.	Concrete Driveway Aprons	3.00	30.00
770	cu. yds.	1½" - 0" Materials in Base	1.50	1,155.00
190	cu. yds.	½" - 0" Materials in Base	1.50	285.00
90	cu. yds.	Sand Cushion	2.00	180.00
90	cu. yds.	Filler	.50	45.00
90	yd. mi.	Hauling Filler	.20	18.00
90	M-gal.	Sprinkling	1.00	90.00
6,600	sq. yds.	Portland Cement Concrete Pavement	1.65	10,890.00
820	lin. ft.	3/4" Expansion Joints	.15	123.00
100	lin. ft.	½" Expansion Joints	.12	12.00
3,300	lin. ft.	Contraction Joints	.02	66.00
3,500	only	Dowels	.11	385.00
11,500	lbs.	Tie Bars and Reinforcement	.05	575.00
12	cu. yds.	Mineral Aggregate in Place	4.00	48.00
1.4	tons	Tar in Place	40.00	56.00
			Subtotal	$ 21,949
			10% Engr. & Cont.	2,194
			Total	$ 24,143

Length 0.222 mile
Cost per mile $ 108,752

34' Roadway (Sta. 24+50 to 35+85.5)

All Required		Clearing and Grubbing	$ - -	$ 246.00
160	cu. yds.	Trench Excavation	1.00	160.00
23,000	cu. yds.	Embankment in Place	.30	6,900.00
0.22	mile	Finishing Roadbed and Slopes	1,000.00	220.00
16	sq. yds.	Removal of Sidewalks	.30	4.80
16	lin. ft.	Removal of Curbs	.10	1.60
1,440	cu. yds.	Rock Slope Protection	1.50	2,160.00
330	lin. ft.	8" Sewer Pipe	.50	165.00
50	lin. ft.	8" Metal Drain Pipe	.75	37.50
1	only	Concrete Manhole	100.00	100.00
All Required		Reconstructing Manhole (30+12)		60.00
11	only	Concrete Catch Inlets	20.00	220.00
1,140	lin. ft.	Cable Guard Fence	1.50	1,710.00
135	cu. yds.	Concrete Curb and Gutter	20.00	2,700.00
75	sq. yds.	Concrete Sidewalks	1.75	131.25
55	cu. yds.	Class "A" Concrete	20.00	1,100.00
3,000	lbs.	Metal Reinforcement	.06	180.00
70	lin. ft.	Pipe Guard Rail	1.50	105.00
100	lin. ft.	Pipe Handrail	3.00	300.00
930	cu. yds.	1½" - 0" Material in Base	1.50	1,395.00
210	cu. yds.	½" - 0" Material in Base	1.50	315.00
110	cu. yds.	Sand Cushion	2.00	220.00
110	cu. yds.	Filler	.50	55.00
110	yd. mi.	Hauling Filler	.20	22.00
110	M-gal.	Sprinkling	1.00	110.00
7,400	sq. yds.	Portland Cement Concrete Pavement	1.65	12,210.00
880	lin. ft.	3/4" Expansion Joints	.15	132.00
150	lin. ft.	½" Expansion Joints	.12	18.00
3,700	lin. ft.	Contraction Joints	.02	74.00
3,800	only	Dowels	.11	418.00
5,500	lbs.	Tie Bars and Reinforcement	.05	275.00
34	tons	Mineral Aggregate in Place	4.00	136.00
3.6	tons	Tar in Place	40.00	144.00

Subtotal	$ 32,025
10% Engr. & Cont.	3,202
Total	$ 35,227

Length	0.215 mile
Cost per mile	$ 163,846

Abernathy Creek Bridge

All Required		Preparation of Existing Bridge and Maintenance of Traffic	$	$ 1,500.00
330	cu. yds.	Structural Excavation	5.00	1,650.00
20	cu. yds.	Structural Excavation Below Plans	5.00	100.00
76,000	lbs.	Steel Piling at Bridge Site	.035	2,660.00
41	only	Driving Steel Piling	50.00	2,050.00
10	only	Splicing Steel Piling	12.50	125.00
430	cu. yds.	Class "D" Concrete	16.00	6,880.00
73,400	lbs.	Metal Reinforcement	.04	2,936.00
150	lin. ft.	Concrete Handrail	6.00	900.00
			Subtotal	$ 18,801
			10% Engr. & Cont.	1,880
			Total	$ 20,681

Length .027 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$ 24,143	$ 14,486	$ 9,657
54' Roadway	35,227	21,136	14,091
Bridge	20,681	12,408	8,273
	$ 80,051	$ 48,030	$ 32,021

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, Laws 1920; Chap. 88, Laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

FORM 5-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
~~[illegible]~~

H. B. GLAISYER, SECRETARY

RECEIVED
APR 19 19
OREGON
STATE HIGHWAY COMMISSION

#21

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

April 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Yesterday Leonard & Slate asked permission to provide a scales for weighing rock for slope protection at Oregon City and to secure this rock where they wished and have it measured by weighing on the scales. Specific gravity could be determined by our laboratory and payment made for the number of cubic yards in solid excavation corresponding with the number of tons delivered.

Specifications provide this rock shall be obtained from the Oregon City quarry and measured in solid excavation. There has been no change in the quarry since this specification was written but the City is reluctant to let this rock go and would prefer that we get it some place else. However, they have shown the contractor where he may take the rock. The contractor thinks he will have difficulty shooting at the quarry and will have to pay high insurance and that he can secure loose rock other places in Oregon City of equivalent quality and the difficulties of measurement can be overcome by weighing it.

In your absence this morning I called Mr. Baldock and he suggested that I talk to Mr. Davis and talk to you before giving the contractor a decision. Mr. Davis is not in favor of making such a change, because he thinks it would have to go back to Washington, D. C., for approval and unless there is a change in his decision, I will tell the contractors to proceed at the City Quarry in accordance with the specifications.

Very truly yours,

NOTED
Highway Engineer

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Tom Davis

#2152

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
APR 11

April 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen

LEONARD & SLATE
Original Contractor
Contract #2152

We are now making deliveries of petroleum products to Leonard & Slate on their contract near the Clackamas River Bridge in Oregon City. I understand this contract was let by your Department.

If this is an Oregon State Highway Contract, will you furnish us with the information necessary to complete the attached questionnaire.

Enclosed is a business reply envelope for your convenience in mailing the questionnaire back to this office. Many thanks.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By;

IET:B
Enclosure

FORM 401 P 12-38

RECEIVED

168-9-1

March 13, 1939

Mr. McCullough

2152

Commission denied underpass but will construct steps down to moorage if and when a municipally owned moorage is provided. In the mean time and FOR THIS FISHING SEASON ONLY, they will allow present board steps to be continued as they are and will let people use present moorage facilities, PROVIDED they do not interfere with our contractor's operations.

This information received from Mr. Glaisyer.

A.PUTNAM

NOTF
R. McCul

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mission. They also requested a pedestrian underpass near 11th Street to serve this moorage.

The estimated cost of such an underpass, together with the stairway leading to the water's edge, is $3,472. It does not seem to me that there would be sufficient fishermen to justify this installation.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: C. B. McCullough
H. B. Glaisyer

abil

2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 23th, 1939

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

At the last meeting of the Commission a delegation from Oregon City stressed the importance of a moorage for fishing boats between 11th & 15th Streets in Oregon City and offered to build a municipal moorage if the present one was unsatisfactory to the Commission. They also requested a pedestrian underpass near 11th Street to serve this moorage.

The estimated cost of such an underpass, together with the stairway leading to the water's edge, is $3,472. It does not seem to me that there would be sufficient fishermen to justify this installation.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: C. B. McCullough
H. B. Glaisyer

abil

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 1st, 1939

2152

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am unwilling to approve the price agreement for changing the manner of securing rock slope protection on the North Unit of the Oregon City Project.

We definitely provided in our bid that the contractor secure rock from outside sources, so I can see no advantage to the Highway Department to make this change either by better construction or by monetary saving.

I was under the impression that I had already denied the request once before to make this substitution.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 28th, 1939

2152

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

At the last meeting of the Commission a delegation from Oregon City stressed the importance of a moorage for fishing boats between 11th & 15th Streets in Oregon City and offered to build a municipal moorage if the present one was unsatisfactory to the Commission. They also requested a pedestrian underpass near 11th Street to serve this moorage.

The estimated cost of such an underpass, together with the stairway leading to the water's edge, is $3,472. It does not seem to me that there would be sufficient fishermen to justify this installation.

Very truly yours,

3/2/39

H. G. Smith
Construction Engineer

HGS:AR

cc to: C. B. McCullough
H. B. Glaisyer

R

FORM S-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAR 1 - 1939

February 28, 1939

146-9-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith six copies of a Price Agreement to cover the change in source of material for rock slope protection on the Oregon City Job, Contract No. 2152. Under the terms of this Price Agreement Leonard & Slate are to take the material for the rock slope protection from our rock fill, instead of from the city quarry and the material is to be measured in excavation. The price is to be $1.00 instead of $1.50.

You will also find herewith sub-contract under the terms of which the Oregon Contracting Company perform a number of items of this same contract for Leonard & Slate. I have approved this sub-contract.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

RECEIVED
FEB 24 1939

168-9-1

#2152

February 23, 1939

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Mr. Baldock has asked me to call to your attention the attached excerpt from the Highway Commission minutes of January 26, 1939, relative to the construction of pedestrian ways under and across Water Street, in Oregon City, for the benefit of fishermen. He would like to know the status of this investigation. Will you please advise.

Very truly yours,

Secretary

HBG:MBL

cc - R. H. Baldock
C. B. McCullough

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

February 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

FEB 16

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In compliance with your letter of February 9th, you will find herewith a sketch on cloth showing the existing wooden steps from Water Street down to the boat houses at Oregon City. On this sketch Mr. Young has also indicated the suggested pedestrian underpass from old 11th Street through to the slope down to the river. The information shown on this sketch concerning the old steps can be placed on the map previously sent you.

This pedestrian tunnel has been marked "Proposed" on the sketch, but on account of the view up the river I recommend no boat houses of any description be permitted between 15th Street and 10th Street.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

FORM 5-S-1 1500 10-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 13, 1939

Mr. H. G. Smith
Construction Engineer
Office

NOTED
C. B. McCullough

Dear Sir:

I am returning herewith the map and sections showing different locations for a pedestrian underpass on the North Unit of the Oregon City Section, Pacific Highway East. We have estimated the cost of constructing pedestrian underpasses at locations "A," "B," and "C" shown on this map. Our estimates of cost, including the usual percentages for contingencies and engineering, are as follows:

Location "A" (16th Street)	$3,470.00
Location "B" (Near 12th Street)	$2,920.00
Location "C" (Near 11th Street)	$2,800.00

All of the above estimates include the installation of lighting fixtures in the tunnel. We estimate that on any of these locations the annual maintenance and operation costs will be approximately $215.00 per year.

The design for the viaduct between 8th Street and 9th Street includes a pedestrian underpass under the viaduct and a stairway leading down to the rock shelf along the river bank at the southwest corner of the viaduct. This stairway is attached to the columns and is an integral part of the structure. This will permit access to the river at any stage of water. Our estimates for the three underpasses given above do not include any stairways down the embankment slopes as we do not have sufficient data to make such an estimate.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc C. B. McCullough

FORM A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR [illegible]

February 13th, 1939

NOTED
Asst. State Highway Engineer

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In reference to the sub-contract of Leonard & Slate on the Oregon City job, I beg to advise that on page 1 of the special provisions of the peach section it states under what conditions the work may be sub-let, and -- "the work proposed to sub-let does not constitute the major item or items of the work embraced in the contract".

I think Leonard & Slate are violating this provision of the contract, and it cannot, therefore, be approved. You may, if you wish, consult Mr. Davis to find out what item or items he would approve. For instance, it might be advisable for Leonard & Slate to furnish all the material, including sand and aggregate, and Arens merely sub-contract the work. If some such expedient were followed, I believe they could reduce the amount sub-contracted to a reasonable amount.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
FEB 13 19

RECEIVED

February 11, 1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith three copies of the sub-contract submitted by Leonard and Slate on their Oregon City job and my letter of approval to them. If this meets with your approval, please mail a letter and the two sub-contracts and retain a copy of my letter and of the sub-contracts for your files.

Please refer to the fifth line of the third paragraph on Page 1 of the printed Special Provisions, "------and the work proposed to be sub-let does not constitute the major item, or items, of work embraced in the contract."

In the sub-contract Leonard and Slate wish to sub-contract twenty-three items, totalling $32,519, which is approximately 60% of the amount of the contract. Included in these items is the one for paving, amounting to $23,100, which is the major item in the contract, which totals $53,974.00.

Will the U.S.B.P.R. approve this sub-contract? I have your letter of February 9th concerning this sub-contract, but wish to double check. I think there is no great rush about this sub-contract and if you wish, I can call up Mr. Tom Davis and ask him.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

RECEIVED
FEB 10 1939
FOR FILING

168-8-1

February 10, 1939

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

I am sending you today by express a fully executed copy of Contract No. 2152 which was awarded to you on January 26 by the State Highway Commission, covering the grading and paving of the North Unit, Oregon City Section, of the Pacific Highway East, in Clackamas County.

This copy is for your records and files.

Very truly yours,

Secretary

JM:MBL

FORM 2-A-1 .6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

February 9th, 1939

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In the matter of the pedestrian underpass at Station 34+70 at Oregon City, I requested some detail topography or map showing the wooden stairway leading down the side of the bluff to the boat landing in order to replace the wooden steps with concrete steps if the project is approved. Apparently we have received no such map.

Will you please have Mr. Young get this information and forward it immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 9, 1939.

Mr. E. A. Collier,
Division Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Ore.

Dear Sir:

In reply to yours of February 8th, Leonard and Slate submitted a letter with their bid stating that they intended to sub-contract certain items to the Oregon Contracting Company. Although the items mentioned in their letter do not total to the amount you say, ~~if~~ they wish to sub-contract now, we see no objection to approving the sub-contract if it meets with your approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
C. B. McCullough

NOTED
C. B. McCullough

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
FEB 9 - 1939

February 8, 1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Re: Sub-contract on North Unit Oregon City
Contract No. 2152

Dear Sirs

Leonard and Slate have submitted a sub-contract for all paving and sewer items, totalling about $32,519.00, to be performed by the Oregon Contracting Company.

They stated that they submitted a letter with their bid naming this subcontractor.

Please advise if such a letter was submitted and, under the terms of the special printed provisions on Page 1, can Leonard and Slate sublet paving and other work on this job totalling more than one-half of the bid price? As a matter of fact, the item for concrete pavement is the largest item.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

CC C. B. McCullough ✓

RECEIVED
FEB 2 1939
FOR FILING

February 1, 1939,

LEONARD & SLATE
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2152 which was awarded to you by the State Highway Commission on January 26, 1939, covering the grading and paving of the North Unit of the Oregon City Section of the Pacific Highway East, in Clackamas County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERALPROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

5-23-~~3AA~~

January 30, 1939

#2152

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies each of encroachment and traffic resolutions for Project FA 168-J (1) for the project in Oregon City, and Project FAGM 56-D (1) for the grade separation and grading and paving project in Albany.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

5-23-~~304~~

CITY OF OREGON CITY

J. L. FRANZEN
CITY MANAGER

OREGON CITY, OREGON

January 4, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Oscar Cutler
Asst. Office Engineer

Dear Sir:

In accordance with your letter of December 28th we have placed before the City Commission the resolutions enclosed in your letter. The City Commission have just passed the resolutions and we are enclosing the same, and trust that you will find them in order.

Very truly yours,

J. L. Franzen

J. L. Franzen
City Manager

JLF:hm
Encl-

5-23-B

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: A relocation of the Pacific Highway (East) from 14th Street to a point in the center line of the Pacific Highway (East) as now constructed, 1264.5 feet northerly from the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East).

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Oregon City will guarantee by resolution officially adopted by the City ~~Council~~ Commission of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, which will permanently or unduly interfere with the free and convenient flow of

1-4-3

traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City ~~Council~~ Commission shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, this 4th day of Jan. 1939.

Attest:

E. O. Harding
Mayor

J. L. Franzen
City Recorder

- - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, on the 4th day of Jan. 1939, at the regular or special meeting of said ~~Common Council~~ City Commission.

Dated this 4th day of Jan., 1939.

J. L. Franzen
City Recorder

North Water St. Re. (Oregon Cy.)

5-23-3D

Station	Location	City Datum Elev.
14+92	℄ Crossing at Curb of Abernethy Cr. Bridge	92.95
16+89	℄-16th Street	91.83
18+60	Alley Blk. 14	92.53
20+28	℄-15th Street	93.22
21+45	Alley Blk 13	93.90
23+62	℄-14th Street	94.55

Note: Elevations taken at crossing of ℄ of new Hwy. with ℄ of Streets and Alleys.

12-28-1938

e State of Oregon, known as the
routed through the City of_____
Oregon, a municipal corporation,
by the State Highway Commission
nues, or roads, of said city; to

14th Street to a point in the
feet northerly from the intersec-
center line of the relocation of
sion of the State of Oregon is de-
ent of said highway,
sion of the State of Oregon has
or the improvement of the State
nues, or roads, as described herein,
improvement is carried out, the work
and established by the Highway

elevations to which the proposed
maps and plans prepared for the
proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade, city datum: Beginning at grade elevation 94.55 at the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East); thence to elevation 93.90

5-23-3D

RESOLUTION

1-4-39

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, is routed through the City of Oregon City, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

A relocation of the Pacific Highway (East) from 14th Street to a point in the Pacific Highway (East) as now constructed, 870 feet northerly from the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East)

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade, city datum: Beginning at grade elevation 94.55 at the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East); thence to elevation 93.90

at the intersection of the center line of the alley in Block 13 with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 93.22 at the intersection of the center line of 15th Street with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 92.53 at the intersection of the center line of the alley in Block 14 with the center line of the relocation of the Pacific Highway (East); thence to elevation 91.83 at the intersection of the center line of 16th Street extended, with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 92.95 at a point in the center line of the relocation of the Pacific Highway (East) at the curb line of the present constructed Abernethy Creek Bridge at engineer's station 14+92, being 870 feet northerly, measured along the center line of the relocation of the Pacific Highway (East), from the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East).

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Commission ~~Common Council~~ of the City of Oregon City, Clackamas County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway (East) ~~Highway~~, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade, city datum: Beginning at grade elevation 94.55 at the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East); thence to elevation 93.90 at the intersection of the center line of the alley in Block 13 with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 93.22 at the intersection of the center line of 15th Street with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 92.53 at the intersection of the center line of the alley in Block 14 with the center line of the relocation of the Pacific Highway (East); thence to elevation 91.83 at the intersection of the center line of 16th Street extended, with the center line of the relocation of the Pacific Highway (East); thence to grade elevation 92.95 at a point in the center line of the relocation of the Pacific Highway (East) at the curb line of the present constructed Abernethy Creek Bridge at engineer's station 14+92, being 870 feet northerly, measured along the center line of the relocation of the Pacific Highway (East), from the intersection of the center line of 14th Street with the center line of the relocation of the Pacific Highway (East) are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the ~~Common Council~~ City Commission of the City of Oregon City, Clackamas County, Oregon, this ____________ day of ____________, 1939.

BE IT FURTHER RESOLVED, that the ~~Common Council~~ City Commission does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street construction, reconstruction, improvement, repair, and/or maintenance.

Attest:

J. L. [illegible]
City Recorder

L. O. Harding
Mayor

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original res-
City Commission
olution passed by the ~~Common Council~~ of the City of Oregon City,
Clackamas County, Oregon, on the 4th day
or special City
of Jan., 1939, at the regular/meeting of said ~~Common~~
Commission.
~~Council~~.

Dated this 4th day of Jan.,

1939.

J. L. [illegible]
City Recorder

[illegible] N. W. [illegible]

RECEIVED
JAN 28 1939
FOR FILING

January 27, 1939

Leonard & Slate

Multnomah, Oregon

Gentlemen:

The State Highway Commission on January 26, 1939, awarded you the contract for 0.44 mile grading and paving on the North Unit, Oregon City Section of the Pacific Highway East, in Clackamas County.

Inasmuch as you submitted identical bids on both the use of road oil and tar, the Commission preferred not to make a choice and to base its decision upon the flip of a coin which resulted in the award being made to you at your low bid of $53,974.50, using tar.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 16 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No. 168-J-1

POST OFFICE BUILDING
PORTLAND, OREG.

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 168-J (1), North Unit of Oregon City section of the Pacific Highway East, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM ~~59-1~~ 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

168-X-1

RECEIVED
JAN
FOR FILING

Contract
[illegible]
[illegible]

January 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Herewith revised Engineer's Estimate for the North Unit of Oregon City, Grading and Paving, for which bids are to be opened January 26th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:IP
CC C. B. McCullough
Encl.

ENGINEER'S ESTIMATE

North Unit Oregon City—Grading and Paving

Abernethy Bridge to Tenth Street—0.44 Miles

* * * * * * * * *

January 23, 1939

	Item	Quantity	Unit	Unit Cost	Amount
1.	Clearing and Grubbing	All	All	Lump Sum	$ 500.00
2.	Trench Excavation	300	Cu.Yds.	$ 1.50	450.00
3.	Removal of Sawdust	450	Cu.Yds.	.50	225.00
4.	Embankment in Place	36,500	Cu.Yds.	.60	21,900.00
5.	Finishing Roadbed and Slopes	0.44	Miles	300.00	132.00
6.	Removal of Old Pavement	550	Sq. Yd.	.40	220.00
7.	Removal of Sidewalks	100	Sq. Yd.	.20	20.00
8.	Removal of Curbs	200	Lin.Ft.	.05	10.00
9.	Rock Slope Protection	2,000	Cu.Yds.	1.50	3,000.00
10.	Eight-Inch Sewer Pipe	630	Lin.Ft.	.50	315.00
11.	Eight-Inch Metal Pipe	450	Lin.Ft.	1.00	450.00
12.	Concrete Manhole	1	Each	100.00	100.00
13.	Reconstructing Manhole	1	Each	35.00	35.00
14.	" "	1	Each	35.00	35.00
15.	Concrete Catch Inlets	18	Only	17.50	315.00
16.	Cable Guard Fence	1,300	Lin.Ft.	1.20	1,560.00
17.	Concrete Curbs and Gutters	200	Cu.Yds.	20.00	4,000.00
18.	Concrete Sidewalks	120	Sq. Yds.	1.25	150.00
19.	Concrete Driveway Aprons	10	Sq. Yds.	2.00	20.00
20.	Class A Concrete	55	Cu. Yds.	20.00	1,100.00
21.	Metal Reinforcement	3,000	Lbs.	.05	150.00
22.	Pipe Guard Rail	70	Lin.Ft.	2.00	140.00
23.	Pipe Handrail	100	Lin.Ft.	2.50	250.00
24.	1 1/4"-0" Material in Base	1,700	Cu. Yds.	2.00	3,400.00
25.	1/2"-0" " " "	400	Cu. Yds.	2.00	800.00
26.	Sand Cushion	200	Cu. Yds.	2.00	400.00
27.	Filler	200	Cu. Yds.	.60	120.00
28.	Hauling Filler	200	Yd. Mi.	.20	40.00
29.	Sprinkling	200	M. Gals.	2.00	400.00
30.	P.C. Concrete Pavement	14,000	Sq. Yds.	1.80	25,200.00
31.	3/4" Expansion Joints	1,700	Lin.Ft.	.15	255.00
32.	1/2" Expansion Joints	250	Lin.Ft.	.10	25.00
33.	Contraction Joints	7,000	Lin.Ft.	.05	350.00
34.	Dowels	7,300	Each	.15	1,095.00
35.	Tie Bars and Reinforcement	17,000	Lbs.	.05	850.00
36.	Mineral Aggregate In Place	46	Cu. Yds.	4.00	184.00
37a.	SC-6 Road Oil in Place	4	Tons	35.00	
37b.	Tar in Place	5	Tons	25.00	125.00
				Total	$68,321.00
		Plus 10% for Engineering and Contingencies			6,679.00
				GRAND TOTAL	$75,000.00

F. A. Collier
Division Engineer

RECEIVED
MAY 1[illegible] 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 1[illegible] 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. 168-J-1

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 168-J (1), North Unit, Oregon City section of the Pacific Highway East, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the program revision providing for the inclusion of the project in the 1938 program.

Our authorization for advertising is subject to the condition that any changes will be made that are found necessary by our check of the bridge plans, and also subject to the condition that the spacing and thickness of the expansion joints in the integral curb and gutter between Stations 24+50 and 35+85.5 will be consistent with the expansion joints in the roadway pavement as agreed in the telephone conversation between Mr. Probert and Mr. Davis.

Please furnish copies of the project statement sketch map revised to show the new alignment, and also a statement showing the type, length, actual cost and Federal funds paid on the abandoned portion of 168-B.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

(X) W. W. [illegible]

RECEIVED
MAY 10 1939
FOR FILING

168-J-1

January 9, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the North Unit, Oregon City Section, Project No. FA 168-J (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured for this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

[illegible]

Oregon State Highway Department   Federal Aid Project No. 168-J (1)

NORTH UNIT, OREGON CITY SECTION
OF THE PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 9, 1939

60' Roadway (Sta. 11+80 to 21+50)(Sta. 35+85.5 to 36+32)

All Required		Clearing and Grubbing		$ 250.00
140	cu. yds.	Trench Excavation	$ 1.00	140.00
450	cu. yds.	Removal of Sawdust	.25	112.50
13,500	cu. yds.	Embankment in Place	.65	8,775.00
0.22	mile	Finishing Roadbed and Slopes	300.00	66.00
550	sq. yds.	Removal of Old Pavement	.40	220.00
84	sq. yds.	Removal of Sidewalks	.20	16.80
184	lin. ft.	Removal of Curbs	.05	9.20
560	cu. yds.	Rock Slope Protection	1.50	840.00
300	lin. ft.	8" Sewer Pipe	.50	150.00
400	lin. ft.	8" Metal Drain Pipe	1.00	400.00
All Required		Reconstructing Manhole (23+65)		50.00
7	only	Concrete Catch Inlets	15.00	105.00
160	lin. ft.	Cable Guard Fence	1.25	200.00
65	cu. yds.	Concrete Curb and Gutter	14.00	910.00
45	sq. yds.	Concrete Sidewalks	1.50	67.50
10	sq. yds.	Concrete Driveway Aprons	2.00	20.00
770	cu. yds.	1¼" - 0" Materials in Base	2.00	1,540.00
190	cu. yds.	¾" - 0" Materials in Base	2.25	427.50
90	cu. yds.	Sand Cushion	1.00	90.00
90	cu. yds.	Filler	.40	36.00
90	yd. mi.	Hauling Filler	.20	18.00
90	M-gal.	Sprinkling	1.25	112.50
6,600	sq. yds.	Portland Cement Concrete Pavement	1.80	11,880.00
820	lin. ft.	3/4" Expansion Joints	.15	123.00
100	lin. ft.	½" Expansion Joints	.10	10.00
3,300	lin. ft.	Contraction Joints	.05	165.00
3,500	only	Dowels	.20	700.00
11,500	lbs.	Tie Bars and Reinforcement	.05	575.00
12	cu. yds.	Mineral Aggregate in Place	4.00	48.00
1.2	tons	SC-6 Road Oil in Place	30.00	36.00
1.4	tons	Tar in Place	25.00	(Alternate)

Subtotal	$28,093
10% Engr. & Cont.	2,809
Total	$30,902

Length 0.222 mile
Cost per mile $ 139,198

54" Roadway (Sta. 24+50 to 35+85.5)

All Required		Clearing and Grubbing		$ 250.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
23,000	cu. yds.	Embankment in Place	.65	14,950.00
0.22	mile	Finishing Roadbed and Slopes	300.00	66.00
16	sq. yds.	Removal of Sidewalks	.20	3.20
16	lin. ft.	Removal of Curbs	.05	.80
1,440	cu. yds.	Rock Slope Protection	1.50	2,160.00
330	lin. ft.	8" Sewer Pipe	.50	165.00
50	lin. ft.	8" Metal Drain Pipe	1.00	50.00
1	only	Concrete Manhole	100.00	100.00
All Required		Reconstructing Manhole (30+12)		50.00
11	only	Concrete Catch Inlets	15.00	165.00
1,140	lin. ft.	Cable Guard Fence	1.25	1,425.00
135	cu. yds.	Concrete Curb and Gutter	14.00	1,890.00
75	sq. yds.	Concrete Sidewalks	1.50	112.50
55	cu. yds.	Class "A" Concrete	22.00	1,210.00
3,000	lbs.	Metal Reinforcement	.05	150.00
70	lin. ft.	Pipe Guard Rail	3.00	210.00
100	lin. ft.	Pipe Handrail	4.00	400.00
930	cu. yds.	1½" - 0" Material in Base	2.00	1,860.00
210	cu. yds.	⅛" - 0" Material in Base	2.25	472.50
110	cu. yds.	Sand Cushion	1.00	110.00
110	cu. yds.	Filler	.40	44.00
110	yd. mi.	Hauling Filler	.20	22.00
110	M-gal.	Sprinkling	1.25	137.50
7,400	sq. yds.	Portland Cement Concrete Pavement	1.80	13,320.00
880	lin. ft.	3/4" Expansion Joints	.15	132.00
150	lin. ft.	⅛" Expansion Joints	.10	15.00
3,700	lin. ft.	Contraction Joints	.05	185.00
3,800	only	Dowels	.20	760.00
5,500	lbs.	Tie Bars and Reinforcement	.05	275.00
34	tons	Mineral Aggregate in Place	4.00	136.00
2.8	tons	SC-6 Road Oil in Place	30.00	84.00
3.6	tons	Tar in Place	25.00	(Alternate)
			Subtotal	$ 41,070
			10% Engr. & Cont.	4,107
			Total	$ 45,177

Length 0.215 miles
Cost per mile $ 210,125

Abernathy Creek Bridge

All Required		Preparation of Existing Bridge and Maintenance of Traffic		$ 1,000.00
330	cu. yds.	Structural Excavation	$ 5.00	1,650.00
20	cu. yds.	Structural Excavation Below Plans	8.00	160.00
76,000	lbs.	Steel Piling at Bridge Site	.04	3,040.00
40	only	Driving Steel Piling	35.00	1,400.00
10	only	Splicing Steel Piling	3.00	30.00
430	cu. yds.	Class "D" Concrete	22.00	9,460.00
73,400	lbs.	Metal Reinforcement	.045	3,303.00
150	lin. ft.	Concrete Handrail	5.00	750.00
			Subtotal	$ 20,793
			10% Engr. & Cont.	2,079
			Total	$ 22,872

Length .027 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$ 30,902	$ 18,850	$ 12,052
54' Roadway	45,177	27,558	17,619
Bridge	22,872	13,952	8,920
	$ 98,951	$ 60,360	$ 38,591

CC R. H. Baldock

FORM 5-2-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

December 28, 1938

Council
Inspector
Municipal

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

Your letter of December 27th received asking six questions concerning plans for Abernethy Creek to 10th Street Section in Oregon City. Confirming our telephone conversation this morning:

(1) The rock is specified to be obtained from the city quarry, which breaks rather large. I doubt the necessity of specifying minimum size of rock. There will be no objection, however, to specifying that not over 25% shall be under 6 inches in diameter.

(2) Believe your suggestion to pay for gravel borrow in embankment is good. Please change Special Provisions to provide for the payment of gravel borrow in embankment.

(3) The new manhole would be constructed on the 11th St. approach at Station 1+70. This is shown on the vicinity map for 11th St.

(4) There are no private or alley driveways on this job.

(5) I do not have a copy of the map showing details in red. The location shown on the profile will work all right. If the map shows the catch basins on the east and west sides of the highway opposite each other at about Station 34+65, that is the best location for them and for the drain pipe connecting them. Water from these catch basins is to spill on the west rock slope.

(6) Superelevation is shown on the profile. The superelevation of 0.03 per foot on the 6° curve has been held to that figure on account of the proximity to the Abernethy Creek Bridge. The vicinity map for Abernethy Creek Bridge shows the elevation of the present bridge at various points and it was our thought that it would not be necessary to change the elevation of the existing deck on this bridge.

If further information is desired, please advise by phone.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

CC R. H. Baldock

FORM 5 A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 27th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

The drafting department is making inquiry concerning the following questions on the North Water Street Section of the East Portland-Oregon City Highway:

1. Do you wish any limitations on the size of the rock to be used on the rock embankment protection with respect to minimum size?

2. Would it be any better to pay for the gravel borrow in embankment quantities with respect to convenience, measurement, danger of highway obliterating borrow pits or the fact that the contractor may buy the material through the established gravel plant? It would seem that an embankment measurement would afford protection against any of these contingencies.

3. Mention is made in the specifications of a new manhole to be constructed, but this cannot be located on the plans.

4. Are there any private or alley driveways on the job?

5. Catch inlet on the west side of the highway at 11th Street is shown in different locations on the profile and on the map. Which is correct?

6. Give amount of superelevation on curves.

Please answer these questions immediately as your absence from the city has delayed getting this information.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 5-8-1 500 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

Cerist
Pr[illegible]
Municipal

December 14, 1938

~~Mr. R. H. Baldock~~
~~State Highway Engineer~~
~~Salem, Oregon~~

NOT

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover today, we are sending you by express the following data for the Abernethy Bridge-10th Street Section, Grading and Paving at Oregon City.

1. Profile on cloth.
2. White print map of construction details.
3. Roll cross-sections for street intersections.
4. Roll cross-sections for roadbed and sections for sawdust removal.
5. File of computation notes.
6. Vicinity map showing location of gravel borrow and rock borrow.
7. White print map of 11th Street connection.
8. Special Provisions.
9. Engineer's Estimate.

Should any additional information be required, please phone.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. R. H. Baldock
Mr. S. H. Probert

NOTES

Oil Path:

We have planned oil path rather than concrete walk, because its location is along outside edge of high rock fill, and there may be some settlement, and because amount of pedestrian traffic should not be large. Probably could get along with 0-30 but 0-9 is better.

Gravel Borrow:

The Oregon City Sand & Gravel Company have told Mr. F.T.Young they will set up a dragline on south bank of Clackamas River west of bridge, and deliver river run gravel in bunkers for 30¢ per cu. yd. This could be mentioned in Special Provisions if you think advisable, but we could not pay for it in excavation.

Right of Way:

We have only a few options for right of way. Please mark our right of way lines on map so contractor can see limits specified for clearing. I want to clear all the right of way.

Abernethy Intersection:

At this intersection on the bridge there is danger of head-on collisions between north bound traffic on new highway route and south bound traffic to Main Street. It may be possible to use a neutral zone to keep all south bound traffic on the highway up to 14th Street, or some form of traffic island could be designed. All of this can be installed if required after construction.

FORM 5-A-1 5M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 27, 1938.

Const
Municipal

Mr. E.A. Collier,
Division Engineer,
9200 S. E.McLoughlin Blvd.,
Portland, Ore.

NOTED
Asst State Highway Engineer

Dear Sir:

Under separate cover we are sending you two blue prints of proposed arrangement of sidewalks at Fifth and Main Sts, in Oregon City.

We can see no particular objection to this arrangement but believe that the narrowing of the sidewalk along the Post Office should be taken up with the city engineer and approval secured before going ahead with the plans.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H
CC to
C.B.McCullough

FORM 5-3-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

December 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith a sketch on cloth showing the proposed arrangement of sidewalks and curbs at 5th and Main in Oregon City. The McEwan property is shown. The width of sidewalks will be less than 10 ft. because the wall between the McEwan property and he next one to the north will have to be left in place.

The sidewalk in front of the Post Office is to be narrowed to 7.38 ft., including curb, from its present width of 10 ft. This will give a full 30 ft. from our centerline to the closest point on this curb.

Mr. F. T. Young and I recommend this lay-out for curbs and if it meets with your approval, please return us two blueprints. With this lay-out, there need be no restriction on parking on Fifth Street.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 5-8-1 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

December 24, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

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The sidewalk in front of the Post Office is to be narrowed to 7.38 ft., including curb, from its present width of 10 ft. This will give a full 30 ft. from our centerline to the closest point on this curb.

Mr. F. T. Young and I recommend this lay-out for curbs and if it meets with your approval, please return us two blueprints. With this lay-out, there need be no restriction on parking on Fifth Street.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

CONTRACT# 2153

FA 168-J-1 Abernathy Creek Br., 1939
Oregon City-Pacific Hwy. East
#2153

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HUGON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
G. S. PAXSON, BRIDGE ENGINEER
SALEM

16-J1

September 4, 1940

REFER TO FILE NO.
IN REPLY PLEASE

Public Roads Administration
Box 3909
Portland, Oregon

Gentlemen:

Re: Abernethy Creek Bridge Widening & Approach
Paving in Oregon City
F.A. Project No. 168 J (1)

In response to your letter of August 30, we are enclosing three copies of Price Agreement No. 1 setting forth the details concerning the credit on scrap steel H-piling. We believe this order to be self-explanatory.

We are also enclosing three copies of Mr. Collier's letter of April 28, 1939, to the contractor with regard to the change in source of rock slope protection material. The contractor's acceptance of this change in source is noted on the bottom of the letter.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc.
cc: J. W. Nash ✓

IVED
SEP 25 1940
FOR FILING

August 30, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon FAP 168-J (1), the Abernethy Creek bridge widening and approach paving in Oregon City.

We do not appear to have received copies of Price Agreement No. 1 with Odom Construction Company covering the scrap steel adjustment. Will you please furnish three copies of the agreement and explain fully what material was involved and the basis of the agreed prices.

-2152

Mr. Collier furnished us one copy of his letter of April 28, 1939, to Leonard & Slate covering the change in source and method of measurement of rock slope protection material. However, we have no copies of the letter showing the contractor's acceptance, and it is requested that you furnish three copies.

Very truly yours,

W. H. LYNCH
District Engineer

By Fred H. Slate (Sgd)

FOR FILING
RECEIVED

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ED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

ONERS
CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Portland, Oregon
April 28, 1939

3-1014

Leonard and Slate
Multnomah, Oregon

Gentlemen:

In compliance with your recent request, permission has been granted for a change in the source and method of measurement for the rock to be used in the slope protection work in your Contract No. 2152. The rock may be secured from a location about 200 ft. east and 200 ft. south of the State Highway Maintenance Shed at Canemah, instead of from the city quarry. However, the rock must be of quality equal to that at the city quarry and shall be free from dirt. All rocks larger than can be placed in the slope protection indicated on the cross-sections on the plans shall be snot to suitable sized pieces.

Measurement shall be as follows: You are to furnish and install and remove at your own expense a suitable platform truck scales, near 11th and Water Streets. The state will have an inspector there to inspect the quality and weigh the quantity of rock delivered. Specific gravity tests will be made by the state of the material delivered and from these tests the cubic yards of solid material delivered will be determined and paid for at the price bid per cubic yard for "Rock Slope Protection."

We expect you will have considerable difficulty separating suitable rock from dirt and other unsuitable material, but it is clearly understood that you will do whatever work is necessary in order to furnish us with rock of suitable size and quality, free from dirt and free from an excess of small fragments under six inches in diameter.

This change has been made at your request and the quality of material delivered is not to be inferior to that available at the city quarry.

If the above is satisfactory and agrees with your understanding, please sign the acceptance below on one of these copies and return to us.

Very truly yours,

E. A. Collier (Sgd)
Division Engineer

EAC:DP
cc Mr. Tom Davis
Mr. H. G. Smith
Mr. F. T. Young

We accept the above conditions for change in source and method of measurement for rock slope material.

Leonard & Slate

By Fred H. Slate (Sgd)

FA 168-J-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 168-J (1), Abernethy Creek Bridge and Approach Grading, ____________________, was made by a representative of this office on October 10, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Tw

#2153

RECEIVED

168-J-1

October 28, 1939

General Casualty Company of America,
Mansfield & Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2153, for the construction of a bridge over Abernethy Creek near Oregon City on the Pacific Highway East in Clackamas County, has been completed by the contractors, Odom Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $17,558.72, including the final payment. Of this amount $51.28 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-30—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAH 168-[illegible]-1

Salem, Oregon
October 24, 1939

From: Mr. G. S. Paxson
Bridge Engineer

To: Mr. C. B. McCullough
Assistant State Highway Engineer

Subject: Additional excavation at Abernethy Creek Bridge

Herewith Price Agreement No. 3 which covers additional excavation for one of the footings of the Abernethy Creek Bridge. An error was made in the staking of the structure, and this bent was some five feet out of place. The contractor did considerable excavation before the error was found. Since the excavation made was shallow, it was not comparable with the general run of excavation on the project. The agreed price of $32.00 covers the actual cost to the contractor due to the error.

G. S. Paxson

G. S. Paxson
Bridge Engineer

GSP CM
Attached

approved & returned
10/24/39

FAP 168-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9 1939
STATE HIG[illegible]SION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 168-J (1), Abernethy Creek Bridge Section ________________________, was made by a representative of this office on August 9, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Jon

#2153

Form E-[illegible]—35M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 2, 1939

From:	G. S. Paxson Bridge Engineer
To:	Mr. H. B. Glaisyer Secretary
Subject:	Abernethy Creek Bridge

Dear Sir:

This is to inform you that the Odom Construction Company completed its work on the Abernethy Creek Bridge Widening, our contract number 2153, on July 31, 1939. An extension of time will not be required. Will you please secure authority from the Commission to pay the final estimate on this job.

Yours very truly,

G. S. Paxson
Bridge Engineer

By
W. A. Reeves
Bridge Office Engineer

CAG:TH

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE 8/18/39
Secretary

FHJK 8-1

August 10, 1939

General Casualty Company of America,
Mansfield Company, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that on or after August 19th we will be ready to make semi-final payment to Odom Construction Company in connection with their contract No. 2155, Bridge over Abernethy Creek near Oregon City on the Pacific Highway East in Clackamas County.

Please advise if it will be satisfactory to you to make the above mentioned payment to the contractors.

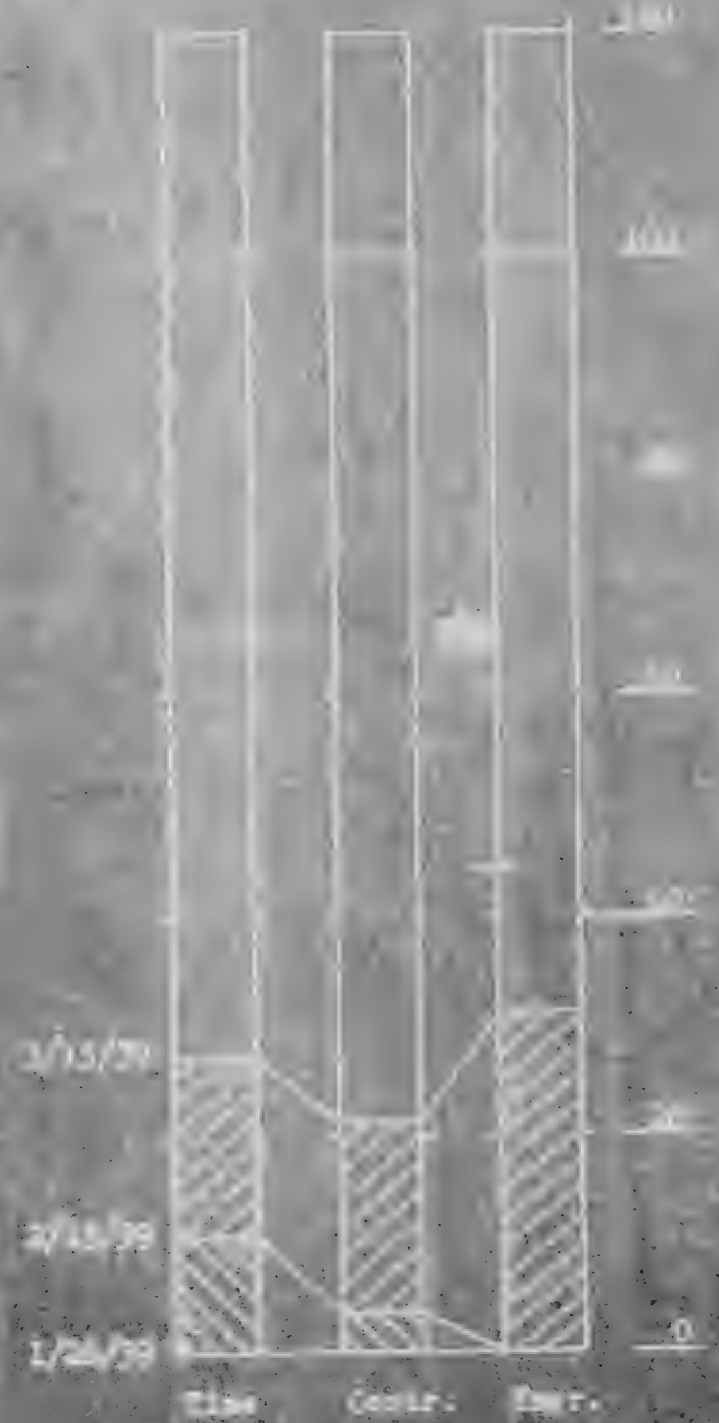
Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

[illegible]

[illegible]



Job Status in Percentage

FORM 5-8-1 2M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
5800 S. E. MCLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAR 16 1939
OREGON
STATE HIGHWAY COMMISSION

March 15, 1939

168-5-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Herewith Monthly Estimate for Abernethy Creek Bridge, Contract No. 2153. This is the only estimate for bridge construction this month.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM S-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED

February 15, 1939

RECEIVED
FEB 16 19
COMMISSION

168-J-1
2153

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: C. S. Paxon

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith Estimate No. 1 for Abernethy Creek Bridge, Contract No. 2153.

This is the only Bridge Estimate for this Month from this Division.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: C. B. McCullough
Encl.

2153

RECEIVED
FEB 14 1939
FOR FILING
128-J-1

February 14, 1939

Odom Construction Company

Oregon City, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2153 which was awarded to you on January 26, 1939, for construction of the Abernethy Creek Bridge on the Pacific Highway East, in Clackamas County. This is for your records and files.

Very truly yours,

JMcK:AM

Secretary

#2153

RECEIVED
FEB 9 1939
FOR FILING

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

RECEIVED
FEB 4 - 1939
STATE HIGHWAY COMMISSION

February 3, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

FOSTER L. ODOM, Contractor
Abernathy Creek Bridge widening
Clackamas County

Attached is one of our regular contractor questionnaires, which I will very much appreciate your completing for us.

Enclosed is a business reply envelope for your convenience in mailing this form back to this office. Many thanks for your help.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: D E Dotten

IET:B
Encls.

FORM 401 P 12-38

FORM 5-A-1 10M 2-39
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 6 1939
FOR FILING

RECEIVED
FEB 4 - 1939
STATE HIGHWAY COMMISSION

8607 N. Clarendon Ave.,
Portland, Oregon.
February 2, 1939.

NOTED
Asst. State Highway Engineer

Mr. W. H. Lynch,
District Engineer, U.S.B.P.R.,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In confirmation of my telephoned conversation with Mr. R. B. Wright as of this date:

Work was started on Abernethy Creek Bridge Feb. 1st 1939.

Contractor: Mr. F. L. Odom

Men working: 2 men

F.A.P. 168-J-1

Contract # 2153

Yours very truly,

J. T. Skelton

J.T. Skelton, Res. Br. Engr.

c.c. Mr. E. A. Collier
Mr. R. H. Baldock
Mr. S. H. Probert
Bridge Dept.
Files

RECEIVED
FEB 8 1939
FOR FILING

February 2, 1939

ODOM CONSTRUCTION COMPANY
Box 48
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2153 which was awarded to you by the Oregon State Highway Commission on January 26, 1939, for the construction of a bridge over Abernethy Creek on the Pacific Highway East, near Oregon City, in Clackamas County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

2153

RECEIVED
JAN 28 1939
FOR FILING

168-7-1

January 27, 1939

Odom Construction Co.

Oregon City, Oregon

Gentlemen:

The State Highway Commission on January 26, 1939, awarded you the contract for construction of the Abernethy Creek Bridge on the Pacific Highway East, in Oregon City, Clackamas County. This award was based on your low bid of $18,801 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1[illegible] 1939
FOR FILING

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. TL-2-1

POST OFFICE BUILDING
PORTLAND, OREG.

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 168-J (1), Abernethy Creek Bridge section of the Pacific Highway East, to Odom Construction Company, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT# [redacted] 2154

FA 181-G-2 Nehalem River Br., Wolf Cr. Hwy. 1939

#2154

#2154

RECEIVED
MAY 9 1940
FOR FILING

181-G-2

May 8, 1940

HANSEN & ROWLAND, INC.
Washington Building
Tacoma, Washington

Attention A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

This is to acknowledge your letter of May 6, with further reference to the Mountain States Construction Company Contract No. 2154, for the construction on the Nehalem River Bridge, in Clatsop County.

You are advised that the total amount paid the contractors in connection with this contract was $134,474.65, including the final payment, which is the same figure we gave you in our letter of April 9. Of this amount $2,011.63 was for force account work.

On account of foundation difficulties, this contract overran the original figures by a considerable amount.

Very truly yours,

STATE HIGHWAY COMMISSION
by

Secretary

JM:MBL

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

May 6, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Re: Bond No. 48185 - Mountain States Construction Company - Bridge over Nehalem River on Wolf Creek Highway, in Clatsop County, Oregon.

We acknowledge receipt of your favor of April 29th, advising us that warrant covering final payment to the Mountain States Construction Company was made on April 26, covering the contract for the construction of a bridge over Nehalem River over the Wolf Creek Highway in Clatsop County, Oregon.

We would appreciate your advising us the total amount paid on this contract. Your letter of April 9th gave us the figure of $134,474.65, including the final payment. Was this the amount finally paid and settled on?

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

AVRS:hd

Jim
prepare reply
HBG

RECEIVED
APR 30 1940
FOR FILING

181-G-2

April 29, 1940

HANSEN & ROWLAND, INC.
Washington Building
Tacoma, Washington

Gentlemen:

In response to your inquiry of April 25 you are advised that the warrant covering final payment was mailed to the Mountain States Construction Company on April 26. This was in connection with their contract for the construction of the bridge over the Nehalem River on the Wolf Creek Highway, in Clatsop County.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

April 25, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48185 - MOUNTAIN STATES CONSTRUCTION COMPANY to STATE OF OREGON Bridge over Nehalem River on Wolf Creek Highway, in Clatsop County.

Referring further to your letter under date of April 9, please advise whether final payment has now been made to the contractor, Mountain States Construction Company.

Yours very truly

HANSEN & ROWLAND, INC.
General Agents

By H Drobnack
Surety Bond Dept.

Hd/bw

REFERRED TO
Mr. [illegible]
BY SECRETARY

prepare reply

181-6-2

April 9, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2154, for the construction of a bridge over Nehalem River on the Wolf Creek Highway near Elsie in Clatsop County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 19, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

[illegible] information we wish to advise that the total amount paid the above contractors in connection with this contract will be $154,474.65, including the final payment. Of this amount $2,011.63 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

181-6-2

March 29, 1940

Hansen & Rowland, Inc.
Washington Building,
Tacoma, Washington.

Attention: Mr. A. Van R. Schermerhorn.

Gentlemen:

Reference is made to your letter of March 27th concerning the Mountain States Construction Company Contract No. 2154, Bridge over Nehalem River near Elsie in Clatsop County.

You are advised that the above contract was completed Jan, 20, 1940, and was accepted Jan, 25, 1940. The total amount earned is $154,925.97, and the retained percentage is $4,047.69. Final payment will probably be made to the contractors within the next two weeks.

Very truly yours,

Secretary

Dict. by J. McFarland.

#2154

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES

I. C. ROWLAND, SECY

March 27, 1940

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48185 - MOUNTAIN STATES CONSTRUCTION COMPANY to STATE OF OREGON Bridge over Nehalem River on Wolf Creek Highway, in Clatsop County

We would greatly appreciate your advising us whether or not final payment has been made on the above contract, and if so, please give us the total amount earned on the contract.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schumacher
Surety Bond Dept.

HD/bw -

- B 134,923.07 -
R-B 4,047.69 -

#2154

181-G-2

March 19, 1940

Standard Oil Company of California,
P. O. Drawer 950,
Portland, Oregon.

Attention: Mr. C. D. Everett.

Gentlemen:

Reference is made to your letter of March 18th concerning the Mountain States Construction Company Contract No. 2154, Bridge over Nehalem River in Clatsop County.

You are advised that final payment has not yet been made on this contract. The total amount earned by the contractors is $154,923.07, and the retained percentage is $4,047.69. The next payment will be the semi-final and will be in amount of $9,657.51. The warrant covering this payment will probably be mailed to the contractors the latter part of this week.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
E. V. BURNS
DISTRICT SALES MANAGER
T. F. GUNN
G. H. MOORE
ASSISTANT DISTRICT SALES MANAGERS
F. J. WAYMIRE
ASSISTANT TO THE DISTRICT SALES MANAGER

OFFICE
9TH FLOOR PACIFIC BLDG
520 S. W. YAMHILL STREET
P. O. DRAWER 950

PORTLAND, ORE.

MAR 19 [illegible]

March 18, 1940

Mt. States Construction Co.
State Contract 2154

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will you please let us know the date and the amount of the last payment to the above firm in connection with your contract 2154 for the construction of a bridge over the Nehalem River near Elsie.

If final payment has been made to the contractor, we would appreciate it if you would give us the date payment was made.

Very truly yours

STANDARD OIL COMPANY OF CALIFORNIA

By C D Everett
Credit Division

CDE:LP

[illegible] 134.123.07

[illegible] # 13[illegible].875.3[illegible]
[illegible] # 4 [illegible]47.61

ST 9,657.31

[illegible]

[illegible] HBS

#2154.

181-G-2

March 4, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 2154, for the construction of a bridge over Nehalem River on the Wolf Creek Highway in Clatsop County. This payment will be made on or after March 14, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2154

Form E-30—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1940

Subject: Nehalem River Bridge

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

For your information Mountain States Construction Company completed its work on Contract 2154, Nehalem River Bridge in Clatsop County, on January 20, 1940. Please secure authority from the Commission to pay the final estimate on this job.

The specified date of completion was December 31, 1939. We are arranging with the contractor for him to present his request for a time extension. This will be forwarded to you as soon as it is received from the contractor.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Bridge Office Engineer

CAG:VM

APPROVED BY HIGHWAY COMMISSION
DATE January 25, 1940
H B Glaisyer
Secretary

#2154

December 21, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Mr. Paxson's letter of December 20, 1939, requesting concurrence in an extenstion of time of sixty days to the Mountain States Construction Company, contractors on Oregon Federal Aid Project No. 161-G (2), the Nehalem River Bridge on the Wolf Creek Highway.

The extension of sixty days, without penalty, is satisfactory to this office and is considered justified due to the increase in work. We will, therefore, recommend concurrence in this extension.

Very truly yours,

W. H. LYNCH,
District Engineer.

#2154

RECEIVED
[illegible] 1939

MOUNTAIN STATES CONSTRUCTION CO.

GENERAL OFFICE: EUGENE, OREGON
PHONES: 621 - 2897

181-G-2

ADDRESS REPLY TO:
~~Eugene, Oreg.~~

December 9, 1939

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

RE: NEHALEM RIVER BRIDGE, Contract No. 2154
Project- FAP 181-G (2)

Due to various delays during the early part of the construction of the above mentioned project, it will be necessary for us to ask for a sixty day extension of time for completion of same.

Thanking you kindly in advance for your consideration in this regard, I am

Very truly yours,

Astrid Lindsay
MOUNTAIN STATES CONSTRUCTION CO.

File - in General Files -
- Original in Contract -

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
H. T. HANSEN, PRES.
I. C. ROWLAND, SECY
TACOMA, WASHINGTON

December 13, 1939

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Maryland Casualty Company, surety on the bond of Mountain States Construction Company to the State of Oregon, covering contract for the construction of bridge over Nehalem River on Wolf Creek Highway, in Clatsop County, Oregon, Contract No. 2154, hereby consents to the granting of an extension of time of sixty (60) days to complete said contract.

Executed at Tacoma, Washington this 13th day of December, 1939.

MARYLAND CASUALTY COMPANY
By
Attorney in Fact

AVRS:hd

FAP 141-G-2

August 11, 1939.

NOTED
Ass't State Highway Engineer

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your communication of August 5, and to our prior telephone conversation regarding the Nehalem Arch, Oregon FAP 141-G.

Answering the last paragraph of your communication, I do not know whether there is any further information which we can advance in reference to the use of the Considere' hinges that has not already been covered in Mr. Paxson's prior correspondence with reference to this project.

This office was naturally rather surprised that the use of the Considere' hinge would be questioned as this type of hinge was first adopted in Oregon pursuant to definite suggestions from your own Washington Office. Our experience during the past seven or eight years with this type of hinge has been entirely satisfactory. It is true that this type is a more rigid one than the Mesnager hinge; however, our experience has indicated that it is sufficiently flexible to produce a practically complete articulation.

The Grants Pass Bridge was swung on November 25, 1930. Measurements of the crown settlement upon striking centers indicated a vertical movement of only 1/16" less than the calculated value. From these measurements and from observations on other structures, it is apparent that full advantage of the skewback and crown articulations may be relied upon until such time as the hinges are fixed. In the present instance this load represents about 85 per cent of the total load on the foundation. Of the loads which are placed subsequent to the fixation of the hinges, elastic rib shortening and shrinkage both operate to lessen the crown thrust, and therefore the horizontal component of the skewback thrust. Moreover, owing to the heat liberated by the concrete during the hydration of cement, practically the entire temperature effect will operate as a crown tension. Owing to these conditions, it is quite certain that foundation stresses with the Considere' hinges will actually be less than if the permanent hinges were to be installed. As a matter of fact, Mr. Paxson has made an alternate design for this structure, utilizing permanent hinges, and reports that it will take approximately 100 yards more concrete, and that the arch rib thrust will be increased by about 25 per cent. In addition to this increased cost, we feel that there are certain uncertainties inherent in the three-hinged arch design which render it not the most desirable type of arch construction.

In view of the above facts, we frankly would not care to accept the responsibility for the maintenance of a structure of this kind on our state highway system.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
cc Mr. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 5, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Reference is made to your letter of August 4 and to our telephone conversation this morning regarding the Nehalem River Arch, Oregon FAP 181-G (2).

Your letter states that the foundation of pier 2 has been poured. Plans for this pier were not approved by the Public Roads Administration because of the foundation material being considered unsatisfactory for an arch design.

In our conversation you stated that you would like to advance further information as to the sufficiency of the present design because of the use of Considere hinges. As I advised you, we shall be glad to submit such a brief to our Regional and Washington Offices for their further consideration and their final decision.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 4, 1939

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Re: Nehalem River Arch
Project No. FAP 181-G (2)

Reference is made to your letter of July 28 concerning footings under Pier No. 2 of this structure. The suggestions of your Washington office and the articles in the "Engineering News Record" referred to have been carefully studied. The cylindrical piers used on the New York viaduct were intended to carry vertical loads. It would seem that an adoption of their use would require a certain portion of them to be inclined in order to take the arch thrust. It is noted that these cylinders were placed by excavating inside the cylinder which would require a cylinder of considerable diameter. There is no equipment readily available for doing such work, and the cost and more especially the delay to the project would make their use inadvisable.

The well casing piling dexcribed in the "Engineering News Record" of November 30, 1937, would not be any easier to drive than the steel H piling previously considered and rejected. A great part of the rock which these piling would have to penetrate is of such size that they could not be removed through the piling without breaking up. This pier is at the foot of a steep slope which is rather unstable, and we are sure that any attempt to drive piling in this material would loosen the slope so that the side road, which is to pass under the approach, would be endangered.

The contractor has the falsework for the arch approximately 50 per cent complete. We can normally expect high water in the Nehalem River at any time after October 1. We feel that any further delay to the progress of the work will leave us liable to claims for damage by the contractor which we could not escape. We therefore, as we previously advised you, instructed the contractor to proceed in accordance with the plans submitted you under date of June 23. The contractor has completed the excavation, except for a rectangular core in the center of the stream side of the pier, and has placed the pier footing. The material which we uncovered in the back half of the footing is considerably better in quality than the material in the front half upon which our load tests were made. We have no doubt as to the complete adequacy of the design which we are using.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAP 181-G

July 28, 1939

NOTED
C. R. McCu[illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of July 18 in which you requested reconsideration of the Public Roads Administration decision regarding the Nehalem River Arch, Oregon FAP 181-G (2).

In accordance with your request, copies of your letter were furnished our Regional and Washington Offices. The wire reply from our Washington Office, through our Regional Office, is quoted as follows:

> "DATA ON FOUNDATION MATERIAL SHOWS UNSATISFACTORY CONDITIONS UNDER PIER TWO COMMA DIFFERENTIAL SETTLEMENT OF PIER TWO LIABLE TO RESULT IN SERIOUS INJURY TO STRUCTURE EVEN WITH THREE HINGED DESIGN STOP SINCE STEEL PILING NOT CONSIDERED FEASIBLE RECOMMEND WELL CASING PILING OR CYLINDER PIER BE PLACED UNDER FOOTING STOP IMPROVEMENT OF FOUNDATION BY THIS METHOD WOULD MAKE DESIGN OF ARCH SATISFACTORY AS SUBMITTED STOP SEE ENGINEERING NEWS RECORD NOVEMBER FOUR AND DECEMBER THIRTY NINETEEN THIRTY SEVEN."

Will you please advise us of your reaction to their comments as soon as you can conveniently do so?

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

FORM 9-B-1 3M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 18, 1939

Public Roads Administration
P. O. Box 3900
Portland, Oregon

NOTED

Gentlemen:

Re: Nehalem River Arch
Project No. FAP 181-C (2)

Reference is made to your letter of July 12 regarding the above project.

The highway at each end of the structure is graded, and the surfacing is in place at the east end. All approach bent footings and columns are complete on the west approach. It would be impractical to change the alignment at this date. The character of the foundation material is such that we do not believe piles can be successfully driven. The material is a fissured basalt made up of pieces of varying sizes separated by clay seams. While it is possible to drive a small rod to considerable depths in places, pile penetration would be very erratic with no penetration at all in places.

Before submitting the footing design which accompanied our letter of June 23, we made a thorough investigation of its adequacy. As previously stated, the unit foundation pressure under the most unfavorable condition is but slightly more than 5 tons per square foot. This maximum load assures no help whatever from the earth pressure on the retaining wall at the back edge of the footing. We know that this condition is highly improbable, but it has been assumed to show the worst pressure distribution that could possibly occur. Earth pressure on the retaining wall, either from the normal action of material or from any tendency of the footing to rotate, will move the resultant of the arch thrust and pier weight farther forward and decrease the maximum footing pressure which under the assumption of no earth pressure occurs at the back of the footing. Such redistribution of pressure will give a unit load of approximately 3 tons per square foot. We are sure that with a probable pressure of 3 tons and a maximum pressure of 5¼ tons per square foot this foundation design and the material upon which it rests should be considered entirely satisfactory.

You will note that Considere' hinges are provided at the skewbacks and crown, making the arch three-hinged under dead load and providing an adjustment of any initial deformation of the foundation. We have used these hinges on all arches which we have built in the last ten years, including arches as long as 265 feet on pile foundations. They have proven entirely satisfactory and provide complete assurance that no unforeseen stresses due to such initial deformations occur. The dead load foundation pressure is approximately 90 per cent of the total pressure, and since the entire dead load will be on the foundation for at least a month before the hinges are fixed, any initial deformation will have no effect on the final stresses.

This department has built a considerable number of arches in the last twenty years, both on and off the federal aid system. There is no indication of any distress in any of these projects. We believe that the design as submitted provides a margin of safety comparable to these previous projects. We would ask that you submit this matter to your Regional and Washington offices again with our request for further consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 6, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED
C. B. McCullough

Gentlemen:

Re: Nehalem River Bridge
Project No. FAP 181-C (2)

Confirming my telephone conversation with Mr. McMinn this is to inform you that we are advising the Mountain States Construction Company, contractors on the above project, to proceed with the construction of Pier No. 2 in accordance with the plans submitted to you June 23.

The volume of work in connection with this pier and with the arch make it vitally necessary that work proceed without any further delay so that the arch may be swung before the possibility of high water in the river this fall. The contractor fully realizes the importance of speed and is arranging to work three shifts on these portions of the structure so that the work may be completed within the safe working season. He has repeatedly urged us to make a decision on this matter, and we cannot risk being placed in a position of having delayed him until safe completion is impossible. Details of the plan and data upon which this decision is based have previously been submitted under dates of June 23 and June 28. We trust that this will be regarded as in compliance with the Bureau's regulations concerning such matters.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough ✓

FORM 5-E-1 3M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

July 6, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

This is to advise that it is decided to proceed with the revision of the Pier No. 2 footing in accordance with the price agreement executed on June 23 and the plans which accompanied that price agreement. An approved copy of the price agreement is attached hereto.

You will realize that it is important that work proceed with all possible speed on this arch pier and on the arch itself in order that the arch may be self-supporting before any possibility of high water this fall.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
Enclosure
cc C. B. McCullough ✓
L. C. Smitton
F. D. Eason
C. A. Gardner

FORM 5-E-1 2M 5-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 28, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED
O. B. McCullough

Gentlemen:

Re: Nehalem River Bridge
Oregon FAP 181-C (2)

Reference is made to your letter of June 27 regarding revision in pier number 2 foundations.

It is noted that you classify the foundation material as "yielding." Any material is yielding if the load is great enough. The purpose of the load tests was to determine a maximum unit foundation pressure at which the material could be considered so nearly unyielding as to be satisfactory. The relationship between loading on small areas, comparable to a test load, and large areas, comparable to a foundation, has never been definitely established. We believe it to be good practice to assume that the unit foundation pressures should not exceed one-half of the stable bearing capacity of the material under test load. This assumption parallels your own practice in test load requirements on piles.

We are attaching prints showing the results of test loads applied at this pier. These supplement and give in graphic form the data given in our letter of June 23. The design submitted under date of May 31 and approved by you June 9 contemplates a maximum footing pressure of 7.3 tons per square foot. Our first test load was at a pressure of 17 tons per square foot on an area of 2 square feet. There was an initial settlement of 1 7/16 inches followed by a progressive settlement reaching 2 inches after 107 hours. In our opinion this material is yielding under this load and is unsatisfactory. The second test was made at a load of 9 tons per square foot on an area of 2 square feet. An initial settlement of nine-sixteenths inch occurred with no additional settlement after 43 hours. We can conclude that under this lower pressure the material is satisfactory. The load was then increased to 15 tons per square foot to make sure that the test was not on an isolated hard spot not representative of the foundation as a whole. Further initial settlement occurred up to 1 1/8 inches total, and settlement continued at a slow rate up to the end of the test at 137 hours.

From this information a unit foundation pressure of approximately 5 tons per square foot was assumed, and the design submitted under date of June 23 was made.

We consider this design necessary and adequate. You will note on Drawing No. 6189B submitted with our letter of June 23 that the maximum foundation pressure without lateral earth pressure on the retaining wall is 5 1/4 tons per square foot and that with earth pressure the load is distributed more favorably. Any settlement of this foundation due to load from the arch would tend to cause rotation and immediately bring about lateral pressure against the wall, redistributing the foundation pressure and reducing the maximum to a value at which settlement is inconceivable.

Considere' hinges are provided at skewbacks and crown. Any initial settlement which may take place will occur during construction and resulting arch rib stresses will be adjusted before the hinges are fixed and while the arch is three hinged. Several months will elapse after the arch ribs are swung before any live load will be permitted and all the dead load will be on for at least a month before the structure is opened to traffic. We can see no valid objection to a fixed arch on the foundation design as submitted June 23.

We have investigated the advisability of using a three-hinged arch, but feel that practically the same foundation would be required. We believe that it is advisable to tie the two footings together so that they act as a unit, and we do not believe that loads in excess of approximately one-half the stable test load should be used. We find that a three-hinged arch, even using 1,200 p.s.i. unit stress, would require approximately 50 cubic yards of additional concrete and that the resultant footing pressure on the individual footing design submitted June 9 would be approximately 8 tons per square foot with the resultant at the back edge of the middle third of the footing. The rear section of the upstream footing will be several feet lower than shown on the plans submitted June 9 and would necessarily be extended farther back than shown. The hinges would require about 40,000 pounds of metal which would cost about $6,000. We do not believe that a three-hinged design is necessary on the foundation submitted June 23.

While not directly pertinent to the question as to the type of arch or arch footing, the design proposed June 23 has the advantage of stabilizing the slope which supports the county road under the east approach spans and also the footings of bent number 8. This slope is adequate in its present condition and will remain so if sliding is prevented. In the proposed footing it is proposed to place the wall directly against the lagging of the coffer-dam, thus preventing any slide starting.

In view of the above we ask that our request of June 23 be reconsidered and approval given to proceed in accordance with the plans submitted. We would repeat our request for the earliest possible consideration as it is of vital importance that the arch ribs be swung before high water this fall.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CH
Attached
cc C. B. McCullough ✓

181-G-2

June 23, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED
Asst. State Highway Engineer

Gentlemen:

Re: Nehalem River Bridge
Project No. FAP 181-G (2)

The design for the foundation of this bridge was based on the supposed presence of rock of suitable quality at the elevations shown on the plans. When the excavation for the footings for Pier No. 2, as originally designed, was practically complete, it was found that this rock strata was quite thin and was underlaid by a strata of stiff clay which was unsuitable as a foundation material. Borings through this clay were made which showed a strata of fissured basalt below.

On this information a redesign of the foundations was made and submitted to your office under date of May 31 and approved by you June 9. This design contemplated a maximum footing pressure of 7.3 tons per square foot. Excavation was continued to this rock strata which was found to be badly fissured and having clay layers of varying thickness. On June 10 a load test of 17 tons per square foot on an area of 2 square feet was started. This load test showed a continuing settlement as follows:

Time in Hours	Settlement	
0	0	Loading started
2	1 1/4"	Loading completed
2 1/2	1 7/16"	
10	1 9/16"	
15	1 5/8"	
25	1 11/16"	
37 1/2	1 3/4"	
46	1 13/16"	
51	1 14/16"	
60	1 14/16"	
107	2"	Load removed

101 6-2

June 23, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED
Asst State Highway Engineer

Gentlemen:

Re: Nehalem River Bridge
Project No. FAP 181-G (2)

The design for the foundation of this bridge was based on the supposed presence of rock of suitable quality at the elevations shown on the plans. When the excavation for the footings for Pier No. 2, as originally designed, was practically complete, it was found that this rock strata was quite thin and was underlaid by a strata of stiff clay which was unsuitable as a foundation material. Borings through this clay were made which showed a strata of fissured basalt below.

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Time in Hours	Settlement	
0	0	Loading started
2	1 1/4"	Loading completed
2 1/2	1 7/16"	
10	1 9/16"	
15	1 5/8"	
25	1 11/16"	
37 1/2	1 3/4"	
46	1 13/16"	
51	1 14/16"	
60	1 14/16"	
107	2"	Load removed

101-6-2

June 23, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED
Asst. State Highway Engineer

Gentlemen:

Re: Nehalem River Bridge
Project No. FAP 181-G (2)

The design for the foundation of this bridge was based on the supposed presence of rock of suitable quality at the elevations shown on the plans. When the excavation for the footings for Pier No. 2, as originally designed, was practically complete, it was found that this rock strata was quite thin and was underlain by a strata of stiff clay which was unsuitable as a foundation material. Borings through this clay were made which showed a strata of fissured basalt below.

On this information a redesign of the foundations was made and submitted to your office under date of May 31 and approved by you June 9. This design contemplated a maximum footing pressure of 7.3 tons per square foot. Excavation was continued to this rock strata which was found to be badly fissured and having clay layers of varying thickness. On June 10 a load test of 17 tons per square foot on an area of 2 square feet was started. This load test showed a continuing settlement as follows:

Time in Hours	Settlement	
0	0	Loading started
2	1 1/4"	Loading completed
2 1/2	1 7/16"	
10	1 9/16"	
15	1 5/8"	
25	1 11/16"	
37 1/2	1 3/4"	
46	1 13/16"	
51	1 14/16"	
60	1 14/16"	
107	2"	Load removed

At the end of 107 hours the load was removed and a test load of 9 tons per square foot was placed on a different and undisturbed area. An initial settlement of 9/16" occurred, but after 43 hours of loading no further settlement took place. To show that this was not a hard spot in the foundation, the load was increased to 15 tons per square foot and further settlement occurred. After 40 additional hours the total settlement had reached 1 1/4". The capacity of this material is between 9 and 15 tons per square foot.

A redesign of the footings has been made using a continuous footing slab under both footings, and a retaining wall to keep the superimposed earth load off the footing. This design reduces the maximum foundation pressure to 5.2 tons per square foot without active earth pressure on the retaining wall and with water over the footing to high water of the river. With active earth pressure on the wall, the pressure is distributed to give 3.0 tons per square foot.

Due to the excavation for the enlarged footing at Pier No. 2 and the resloping of the bank, some changes in elevation of footings for Bents 8 and 9 of the approach viaduct may be necessary. These changes cannot be determined until Pier No. 2 is completed. A minor change in elevation of Pier No. 1 footing is necessary on account of a seam in the rock at that location.

The contractor agrees to accept these changes and the additional quantities at the unit prices bid on the original design. Prints of the revised design for Pier No. 2 and copies of Price Agreement No. 2 covering the changes are attached.

The change increases the quantities and cost of the project as follows:

Structural Excavation	1,400 cu. yd. at $ 4.00	$ 5,600.00
Class "D" Concrete	680 cu. yd. at 27.00	18,360.00
Metal Reinforcement	64,000 pounds at 0.045	2,880.00
		$ 26,840.00

It is requested that the authorization for this project be increased by this amount, and that the previous increase of $6,600 under date of June 9 be cancelled as this is included in the amount given above.

The additional work and the delay occasioned by the change will probably necessitate an extension of time to complete the project.

The arch must be completed before high water this fall, and we would ask your immediate consideration of this matter so that work may proceed.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

Attached
cc S. H. Probert
G. S. Paxson

RECEIVED
MAY 10 1939
FOR FILING

771-181-G-2

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Elsie-Nehalem River Section, Project No. FA 181-G (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 181-C(2)

ELSIE-NEHALEM RIVER SECTION
OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

Surfacing and Oiling (Sta. 599+00 to 661+65)

1,000	cu. yds.	Removing Slides	$ 0.30	$ 300.00
8,300	cu. yds.	4½" - 2" Rock in Base	1.00	8,300.00
4,330	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,330.00
130	M-gal.	Sprinkling	1.25	162.50
1.19	miles	Preparation of Base	100.00	119.00
140	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	196.00
28	tons	Cutback Asphalt (RC-3) in Binder Course	18.50	518.00
				$ 13,925.50

Grading (Sta. 660+15 to 661+65)

7,800	cu. yds.	Excavation, Single Classif.	$ 0.40	$ 3,120.00
40	lin. ft.	18" Corr. Iron Pipe	2.50	100.00
400	cu. yds.	2" - 0" Material in Surfacing	2.00	800.00
				$ 4,020.00

Subtotal	$ 17,945
10% Engr. & Cont.	1,794
Total	$ 19,739

Bridge (Sta. 661+65 to 667+92)

1,500	cu. yds.	Structural Excavation	$ 4.00	$ 6,000.00
100	cu. yds.	Structural Excavation Below Plans	4.00	400.00
2,800	cu. yds.	Class "D" Concrete	27.00	75,600.00
420,000	lbs.	Metal Reinforcement	0.045	18,900.00
1,300	lin. ft.	Concrete Handrail	5.00	6,500.00

Subtotal	$107,400
10% Engr. & Cont.	10,740
Total	$118,140

Length of Roadway	1.189 miles
Length of Bridge	.119 mile
Total Length	1.308 miles
Cost per mile, Roadway	$ 16,599

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 19,739	$ 12,041	$ 7,698
Bridge	118,140	72,069	46,071
	$ 137,879	$ 84,110	$ 53,769

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

April 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

In connection with the west approach fill for the Nehalem River Bridge, Oregon F.A.P. 181-C (2), it is recommended that further field tests and analysis of soil samples be made to ascertain whether the subsurface material will be adequate to sustain the imposed loads of the approach fill.

Your resident engineer, L. S. Smitton, has found by auger borings that the blue clay shown on the plans as hard is of such consistency that a rod may be shoved into it by hand. If this condition extends generally over the area to be covered by the fill, it is believed that the clay will undoubtedly flow under the fill load and a similar condition will result as occurred at the north end of the Cape Creek Bridge.

If there is any question concerning the supporting capacity of the underlying material, it is believed that some means of stabilization should be undertaken, or a change made in the bridge design to avoid any danger to the structure from lateral movement of the subsoil and fill.

Very truly yours,

W. H. LYNCH
District Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

March 6, 1939

IN REPLY PLEASE
REFER TO FILE NO.

4-1030

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith for approval a proposed subcontract between Reeve & Strawn and the Mountain States Construction Company for furnishing all labor incidental to placing and tying metal reinforcement and tie wire on the bridge over the Nehalem River near Elsie, Contract No. 2154.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

NOTED
State Highway Engineer

GWR:AM
cc Mr. R. H. Baldock

RECEIVED
FEB 14 1939
FOR FILING
[illegible]

February 14, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2154 which was awarded to you on January 26, 1939, for construction of a bridge over the Nehalem River on the Wolf Creek Highway, in Clatsop County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
FEB 7 1939
FOR FILING

181-[illegible]

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

February 6, 1939.

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 48185 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Bridge over Nehalem River on the Wolf Creek Highway, in Clatsop County, Oregon. Contract No. 2154.

Gentlemen:

We are enclosing herewith four executed copies of contract and bond on behalf of the Mountain States Construction Co., as captioned above.

Kindly forward copy of bond and contract for the surety Company to Hansen & Rowland, Inc., 201 Washington Building, Tacoma, Washington.

Yours very truly,

HANSEN & ROWLAND, Inc.
General Agents.

By F. Tunnard
Surety Bond Department.

FT
Encs.

RECEIVED FEB 2 1939 FOR FILING

February 2, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies each of contracts Nos. 2154 and 2158 which were awarded to you by the Oregon State Highway Commission on January 26 and 31, respectively, for the construction of the following projects:

2154 - Bridge over Nehalem River, near Elsie, on the Wolf Creek Highway, in Clatsop County

2158 - Albany Overcrossing Structure, at Albany, on the Pacific Highway, in Linn County.

Will you please execute all eight copies as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bonds.

Your special attention is called to the provision under Section 5 of the GENERAl PROVISIONS, relating to the Workmen's Compensation Act. Iou are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

RECEIVED
JAN 28 1939
FOR FILING

181-Y

January 27, 1939

Mt. States Construction Company
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 26, 1939, awarded you the contract for construction of the Bridge over Nehalem River on the Wolf Creek Highway, in Clatsop County. This award was based on your low bid of $111,420 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

[illegible]

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 10 1939
FOR FILING

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. (1-181-G2

POST OFFICE BUILDING
PORTLAND, OREG.

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 181-G (2), bridge over Nehalem River on the Wolf Creek Highway, to the Mountain States Construction Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 1 1939
FOR FILING

FA 181-G-2

January 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Elsie-Nehalem River Section, Project No. FA 181-G (2).

Under separate cover, we are sending the following:

5 Blueprint copies of typical cross-section sheet
25 Copies of special provision pages Nos. 4, 5 & 6
25 Copies of bid quantity sheet No. 1

The additional twenty copies of special provision pages and bid sheet are to be inserted in the bid proposals for Projects Nos. 181-A (4), B (4), C (3) and D (2).

These revised papers have been occasioned by the addition of a cushion course of crushed rock in connection with the surfacing work to be done on Project No. FA 181-G (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department   Federal Aid Project No. 181-C (2)

ELSIE-NEHALEM RIVER SECTION OF
THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 16, 1939

Surfacing and Oiling (Sta. 599+00 to 661+65):

1,000	cu. yds.	Removing Slides	$ 0.30	$ 300.00
8,300	cu. yds.	4½" - 2" Rock in Base	1.25	10,375.00
4,330	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	5,845.50
130	M-Gals.	Sprinkling	1.50	195.00
1.19	miles	Preparation of Base	100.00	119.00
140	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	350.00
28	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	644.00
34	tons	Tar in Binder Course	19.00	(Alternate)
				$ 17,828.50

Grading (Sta. 660+15 to 661+65):

7,800	cu. yds.	Excavation, Single Classification	$ 0.40	$ 3,120.00
40	lin. ft.	18" Corrugated Iron Pipe	2.00	80.00
400	cu. yds.	2" - 0" Material in Surfacing	1.50	600.00
				$ 3,800.00
			Subtotal	$ 21,628
			10% Engr. & Cont.	2,162
			Total	$ 23,790

Bridge (Sta. 661+65 to 667+92):

1,500	cu. yds.	Structural Excavation	$ 4.00	$ 6,000.00
100	cu. yds.	Structural Excavation Below Plans	8.00	800.00
2,800	cu. yds.	Class "D" Concrete	28.00	78,400.00
420,000	lbs.	Metal Reinforcement	0.045	18,900.00
1,300	lin. ft.	Concrete Handrail	5.00	6,500.00
			Subtotal	$110,600.00
			10% Engr. & Cont.	11,060.00
			Total	$121,660.00

$ 148.700

145 [illegible]

Length of Roadway	1.189 miles
Length of Bridge	.119 mile
Total Length	1.308 miles
Cost per Mile, Roadway	$ 20,008

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 23,790	$ 14,513	$ 9,277
Bridge	121,660	74,217	47,443
	$ 145,450	$ 88,730	$ 56,720

(8)

Oregon State Highway Department

Federal Aid
Project No. 181-G (2)

ELSIE-NEHALEM RIVER SECTION OF
THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 3, 1939

Surfacing and Oiling (Sta. 599+00 to 661+65):

1,000 cu. yds.	Removing Slides	$ 0.30	$ 300.00	
8,300 cu. yds.	4½" - 2" Rock in Base	1.25	10,375.00	
4330 ~~3,730~~ cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	~~5,035.50~~	5845.50
130 M-Gals.	Sprinkling	1.50	195.00	
1.19 miles	Preparation of Base	100.00	119.00	
140 cu. yds.	3/4" - 0" Rock in Binder Course	2.50	350.00	
28 tons	Cutback Asphalt (RC-3) in Binder Course	23.00	644.00	
34 tons	Tar in Binder Course	19.00	(Alternate)	
			~~$17,018.50~~	17828.50

Grading (Sta. 660+15 to 661+65:

7,800 cu. yds.	Excavation, Single Classification	$ 0.40	$ 3,120.00	
40 lin. ft.	18" Corrugated Iron Pipe	2.00	80.00	
400 cu. yds.	2" - 0" Material in Surfacing	1.50	600.00	
			$ 3,800.00	
	Sub-total		~~$20,818.00~~	21628.
	10% Engr. & Cont.		~~2,081.00~~	2162
			~~$22,899.00~~	23,790

Bridge (Sta. 661+65 to 667+92):

1,500 cu. yds.	Structural Excavation	$ 4.00	$ 6,000.00
100 cu. yds.	Structural Excavation Below Plans	8.00	800.00
2,800 cu. yds.	Class "D" Concrete	28.00	78,400.00
420,000 lbs.	Metal Reinforcement	0.045	18,900.00
1,300 lin. ft.	Concrete Handrail	5.00	6,500.00
	Sub-total		$110,600.00
	10% Engr. & Cont.		11,060.00
	Total		$121,660.00

Length of Roadway	1.189 miles
Length of Bridge	.119 mile
Total Length	1.308 miles
Cost per Mile, Roadway	~~$19,259~~ 20,008

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	23790 $ ~~22,899~~	14513 ~~$13,966~~	$ ~~8,933~~ 9277.
Bridge	121,660	~~74,214~~ 74217	~~47,446~~ 47443.
	~~$144,559~~ 145,450	$88,180 88730	~~$56,379~~ 56,720

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 13 19

January 12, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 181-G (2), the Elsie-Nehalem River Section of the Wolf Creek Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Concurrence in award of contract will be withheld pending approval of the transfer of this project to the 1938 Federal Aid program.

On Page 17 of the special provisions, it is stated that the surfacing and oiling of the portion at the west end of the proposed Nehalem River Bridge, Station 658+00 to 661+65, shall be postponed until the roadbed is completed, which will be about September 15, 1938. On Page 19 under "Time for Application of Bituminous Cements", it is provided that the application of all bituminous cements shall be completed by April 1, 1939. On Page 17 the year should be changed to 1939 and the time of stopping the placing of bituminous cements shown on Pages 17 and 18 should be reconciled.

Reference is made to discussions with your office and also to Mr. McCullough's letter of January 10, 1939, relative to the placing of a cushion of fine material between Station 599 and 630. The subgrade on the above portion of this project, according to tests made by your department, is a Class A-7 soil. On such a poor soil a blanket course of fines at least 2" thick to stop infiltration is deemed necessary and our recommendation for approval is subject to the construction of such a blanket during construction. The use of key materials, 3/4"-0", with at least 30% passing the 1/4 mesh, as provided for in the specifications, would be considered satisfactory for this purpose. Will you please submit revised section sheets showing the addition of this course of fines.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FA 181G ✓

RECEIVED
JAN 13

January 12, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to our letter of this date regarding the P.S.& E. for Oregon Federal Aid Project 181-G (2), the Elsie-Nehalem River Section of the Wolf Creek Highway, we have changed the title sheet to show the stationing at the end of the project as Station 668+00 instead of Station 667+92 to agree with the other papers. It is suggested that the necessary correction be made on your copy.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 11 1939
FOR FILING

January 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to our discussion with Mr. Davis concerning possible use of a cushion of fine materials between the subgrade and the rock base on the portion of federal aid project No. 181-G (2) which is between Stations 599 and 630.

In case such further investigation as your Bureau may make leads to the conclusion that a cushion of that kind should be provided, we agree to accept your decision in the matter and to have the cushion placed.

The cushion could be constructed of 3/4" - 0" crushed rock the same as is being used as key rock in the rock base, and, as the quantity required is not large, there is no necessity for its being specifically provided for in the contract prior to letting.

Very truly yours,

Assistant State Highway Engineer

cc H. G. Smith
F. D. Eason

RECEIVED
MAY 10 1939
FOR FILING

FA 181-G-2

January 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Elsie-Nehalem River Section, Project No. FA 181-G (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid
Project No. 181-G (2)

ELSIE-NEHALEM RIVER SECTION OF
THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1939

Surfacing and Oiling (Sta. 599+00 to 661+65):

1,000	cu. yds.	Removing Slides	$ 0.30	$ 300.00
8,300	cu. yds.	4½" - 2" Rock in Base	1.25	10,375.00
3,730	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	5,035.50
130	M-Gals.	Sprinkling	1.50	195.00
1.19	miles	Preparation of Base	100.00	119.00
140	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	350.00
28	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	644.00
34	tons	Tar in Binder Course	19.00	(Alternate)
				$17,018.50

Grading (Sta. 660+15 to 661+65):

7,800	cu. yds.	Excavation, Single Classification	$ 0.40	$ 3,120.00
40	lin. ft.	18" Corrugated Iron Pipe	2.00	80.00
400	cu. yds.	2" - 0" Material in Surfacing	1.50	600.00
				$ 3,800.00
		Sub-total		$20,818
		10% Engr. & Cont.		2,081
				$22,899

Bridge (Sta. 661+65 to 667+92):

1,500	cu. yds.	Structural Excavation	$ 4.00	$ 6,000.00	
100	cu. yds.	Structural Excavation Below Plans	8.00	800.00	
2,800	cu. yds.	Class "D" Concrete	28.00	78,400.00	
420000 ~~386,000~~	lbs.	Metal Reinforcement	0.045	~~17,370.00~~	18900.
1,300	lin. ft.	Concrete Handrail	5.00	6,500.00	
		Sub-total		~~$109,070~~	110,600
		10% Engr. & Cont.		~~10,907~~	11,060
		Total		~~$119,977~~	121,660

Length of Roadway	1.189 miles
Length of Bridge	.119 mile
Total Length	1.308 miles
Cost per Mile, Roadway	$19,259

SUMMARY OF FUNDS REQUESTED

Item	Total Cost		Federal Aid Funds		State Funds	
Roadway	$ 22,899		~~$13,969~~	13968	~~$ 8,930~~	8931
Bridge	~~119,977~~	121,660	~~73,191~~	74212	~~46,786~~	47,448
	~~$142,876~~		$87,160		$55,716	56379
	144,559		88,180			

CONTRACT# [redacted] 2155

FA 181-A(4) Necanicum-Nehalem River 1939
Sec., Wolf Cr. Hwy.
#2155

RECEIVED
JAN 15 1941
FOR FIL

181-A-4

January 13, 1941

General Petroleum Corporation
of California
813 S. W. Alder Street
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 10 and advise that Edwin C. Gerber's contract No. 2155, for placing bituminous macadam surfacing on the Necanicum-Nehalem River Section of the Wolf Creek Highway, was completed July 13, 1940, and accepted October 11, 1940.

Final payment on this project was mailed to the contractor on December 31, 1940.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

DGD:RS

Secretary

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM

GARGOYLE
LUBRICANTS

December 10, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We would appreciate your advising us the status of State Highway Contract #2155, covering the E. C. Gerber bid. We would appreciate knowing the date of acceptance of the project and when final estimates will be paid to the contractor.

Very truly yours,

DISTRICT CREDIT MANAGER

LS:CAKilgas

FORM 3031

18 [illegible]

R.H Bildock

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DEC 3 1940
FOR FILING

NOTED
State Highway Engineer

Nove [illegible] 18th, 1940

FINAL COST ANALYSIS

Necanicum-Nehalem River
Contract No. 2155
E. C. Gerber, Contractor

Surfacing and Oiling

Wolf Creek Highway
Prefix 4-1031
J. C. Chapman, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removing Slides	$2,183.80	9,141.5 cu. yd.	$0.24	$0.30	$2,742.45
4½"-2" Rock in Base	33,759.79	38,425.0 " "	$0.88	1.00	38,425.00
3/4"-0" " " "	17,903.45	20,377.5 " "	0.88	1.00	20,377.50
Sprinkling	572.49	461.9 M-Gal.	1.24	1.25	577.38
3/4"-1/8" Cr. Rock in S.P.	2,399.77	1,874.07 cu. yd.	1.29	1.00	1,874.07
½"-¼" " " "	3,540.39	2,764.82 " "	1.29	1.00	2,764.82
¼"-0" " " "	3,216.74	2,512.07 " "	1.29	1.00	2,512.07
Preparation of Base	867.55	12.33 Miles	70.36	100.00	1,233.00
3/4"-0" Rock in Binder	2,538.63	1,894.5 cu. yd.	1.34	1.40	2,652.30
Min. Agg. in Place	22,872.08	14,852 " "	1.54	1.95	28,961.40
Cutback Asphalt in Seal	2,292.56	127.395 Tons	18.00	18.50	2,356.81
Asphalt in Place	17,477.72	819.62 "	21.32	22.50	18,441.45
RC-3 in Binder Course	2,511.21	117,175 Tons	21.43	18.50	2,167.74
Screen Rejections	1,051.78	4,207.12 cu. yd.	0.25	0.25	1,051.78
Hauling Screen Reject.	121.21	1,212.1 yd. mi.	0.10	0.10	121.21
PA #1, Hauling Slide Material	154.31	1,187.0 yd. mi.	0.13	0.15	178.05
PA #2, #2 Gasco in Binder	2,934.53	168.72 Tons	17.46	15.00	2,530.80
PA #2, Additional 3/4"-0" Cover	2,191.57	1,635.5 cu. yd.	1.34	1.40	2,289.70
PA #3, SC-6 Road Oil in Place	4,153.21	184.79 Tons	22.47	22.50	4,157.78
PA #4, 2½"-1¼" Cr. Rock in S.P.	944.11	1,060.8 cu. yd.	0.89	0.90	954.72
PA #4, 1¼"-3/4" Cr. Rock in S.P.	60.42	67.89 cu. yd.	0.89	0.90	61.10
PA #4, 1¼"-0" Cr. Rock in S.P.	88.19	137.79 " "	0.64	0.70	96.45

Necanicum-Nehalem River Cost Analysis - Continued.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #4, 3/4"-0" Cr. Rock in S.P.	$1,719.63	2,686.92 cu. yd.	0.64	0.70	$1,880.84
E.W.O. #1, Widen & Surf. Detour	694.22				857.83
Haul Adjustment on S.P. Material		16,923.5 yd. mi.	Deduct	0.10	- 692.35
Deduction for Excess Engineering due to Overrun of Contract Time Limit					- 1,346.02
Deduction for Signs Furnished to Contractor					- 6.20
Sales of Aggregate & Surfacing:					
Rock to Mt. States Const. Co.	1,795.82	2,428 cu. yd.	0.74	1.25	3,035.20
Rejects Sold to Clatsop Co.	4,299.50	8,599 " "	0.50	0.50	4,299.50
	$132,344.68				$143,556.38

Gross Revenue	$143,556.38
Total Cost	132,344.68
Net Profit	$11,213.84

Net Profit Equals 7.8% of Gross Revenue

Necanicum-Nehalem River

Labor:

Supervision	$3,393.00	
Labor	31,549.45	
State Industrial Accident Insurance	1,210.95	
Social Security & Unemployment Insurance	1,389.70	
		$37,543.10

Materials:

RC-3 Road Oil	244.57 Tons at $9.50	$2,323.41	
Frt. on RC-3 to Seaside at $3.40 per Ton		831.54	
SC-6 Road Oil	184.79 Tons at $4.90	905.47	
Frt. to Seaside at $10.40		1,921.82	
#2 Gasco Tar	168.72 Tons at $10.60 at Seaside	1,788.43	
Grade E Asphalt	819.62 Tons at $4.95	4,035.31	
Frt. on Asphalt at $10.40		8,567.09	
Demurrage		248.58	
			20,621.45

Equipment Rental & Misc.:

Equipment Rental	$32,743.00	
Hired Trucks	8,336.95	
Repairs on Hired Equipment	2,473.37	
Move In, Cartage	1,456.01	
Gas, Oil and Grease	13,866.52	
Explosives	3,715.83	
Drill Steel	266.08	
Crushing Plant, Lumber and Supplies	963.08	
Small Tools & Misc. Supplies	5,395.03	
Office & General Overhead	3,364.23	
Bond	1,231.88	
Public Liability Insurance	368.15	
		74,179.33
		$132,344.68

REMARKS:

This contract, which required the surfacing and oiling of a 12.33-mile section of the Wolf Creek Highway, was bid and awarded on January 26th, 1939. The contractor started work on March 2nd, and completed on July 13th, 1940.

During the first three months the work consisted of shooting the quarry and erection of a crushing plant. The crusher was started on June 2nd, and operated until October 1st. During June and July the mineral aggregate for the oil mat and maintenance stockpile rock was produced, and the base rock was crushed during August and September.

The crushing plant contained a primary 20" x 36" Universal jaw crusher, a 3' Traylor gyratory and a 50" x 20" Pioneer rolls. An automatic rolls feeder was installed and three 4' x 10' three-deck vibratory screens were used. Power was provided by one 120 h.p. and two 70 h.p. Caterpillar diesel motors. Belt conveyors were used for elevating and power was distributed to secondary operations in the plant through a system of sprockets and chains instead of the pulleys and belts commonly used. All the crushing equipment was new and suitable for a highly productive plant. Some difficulty was experienced during the first part of the operating period due to trouble with conveyor belts and a major breakdown of the primary crusher, but during the latter part of the work very little time was lost. During the four months in which the plant was operated 89,604 cu. yds. of various rock sizes were produced plus 12,700 cu. yds. of rejects which were later sold. The plant operated 1,508 hours and averaged 68 cu. yds. per hour.

The cost of drilling and shooting was only $0.09 per yard. The coyote hole method was used in shooting the quarry, and only 0.3 of a pound of powder was required per yard. The rock required very little reshooting although some was broken by rock hammers. The rock was loaded with a new Koehring 3/4-yard diesel shovel at an average cost of $0.077 per yard. For the first two months, during which the crusher was producing oiling aggregate and stockpile rock, the hourly production averaged only 43 yards per hour, and only two trucks were used in the quarry, but during the last two months when base rock was produced, at an average of 84 cu. yds. per hour, 3 and 4 trucks were required. The contractor used his own light trucks and also hired trucks for hauling to the stockpiles and to the road.

As the base rock was not in place early enough to permit the placing of the specified B-11 oil surfacing, it was decided to place a double binder course throughout the job and to postpone the placing of the B-11 until the next summer. The placing of the binder course was started on September 13th and continued to October 13th, with considerable lost time due to rain and bad weather. Work on the B-11 mat was resumed on May 31st, 1940 and was completed on July 13th. The oil and tar were shipped to Seaside and hauled an average of 19 miles to the job.

The base rock items were the principal sources of the profit on this contract due to the high production, low overhead and low quarrying costs. The sales of the rejects and the sales to the Mt. States Construction Co. also added a large sum to the contractor's revenues.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
FOR FILING

November 4, 1940

U. S. FIDELITY & GUARANTY CO.
M. K. Sprott, Resident Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2155, for bituminous macadam surfacing on the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the state with said contractor, for work done under said contract, on or after November 14, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $136,221.68, of which $857.83 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:MBL

NOTED
D. G. DeSart

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NOV 27 1940
FOR FILING

181-2-4
2155

Mr. E. C. Gerber
Oregon City, Oregon

Dear Sir:

At the meeting of the State Highway Commission held October 11, 1940, the following action was taken on your request for extension of time:

"E. C. Gerber, Contract No. 2155, for bituminous macadam surfacing on the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County, requested an extension of time from September 30, 1939, to July 14, 1940, within which to complete this project. He gave no reason for failure to complete the work within the specified time limit. The Engineer advised that this contract was awarded to Mr. Gerber on January 26, 1939, and that the date of completion specified was September 30, 1939. He further advised that in his estimation there is no valid reason why the contract should not have been completed within the time limit specified. He recommended, in view thereof, that the extension of time now requested be granted but that Mr. Gerber be charged with all engineering supervision expense incurred by the state subsequent to the date of completion specified in the contract except that incurred during the period October 13, 1939, to May 31, 1940, when, because of adverse weather conditions, the work was shut down on orders from the State Highway Department. A letter was presented from the Bureau of Public Roads concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MBL
cc - F. D. Eason

RECEIVED
SEP 19 1940
FOR FILING

181-A-4

September 18, 1940

General Petroleum Corporation,
813 S. W. Alder Street
Portland, Oregon

Attention: George Ritter,
District Creditman

Gentlemen:

Reply is made to your letter of recent date inquiring as to the status of State Highway Contract No. 2155 covering 12.33 miles of bituminous macadam surfacing on the Necanicum-Nehalem River Section of the Wolf Creek Highway.

This project was completed on July 13, 1940, but has not yet been accepted by the State Highway Commission. The amount paid to the contractor to date is $133,456.15.

Yours very truly,

DGD:MC

Secretary

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S.W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM

GARGOYLE
LUBRICANTS

RECEIVED
SEP 11 1940
OREGON
STATE HIGHWAY COMMISSION

September 10, 1940

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. J. Mc Farland

Cont. 2155
Wolf Creek Highway

Gentlemen:

Work on the above contract has been handled by E. C. Gerber of Oregon City and we understand that it has been completed.

We will be interested in knowing if the work has been accepted and the date of acceptance. At the same time, please advise the amount already advanced to the contractor.

75F
137,583.66
4,127.51
133,456.15

Very truly yours,

George Ritter
DISTRICT CREDITMAN

GR:LS

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
SEP 13 1940
FOR FILING

181-B-4

September 12, 1940

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin C. Gerber on Contract No. 2155, Mecanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County. This payment will be made on or after September 23, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
SEP 5 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

181-A-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-A (4), Necanicum-North Fork Section of the Wolf Creek Highway ____________________, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Lon

Form E-1-5M-9-39

121-A-4

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 20, 1940

Section Necanicum - Nehalem River

Kind of work Surfacing and Oiling

Highway Wolf Creek

Section prefix 4 - 1031

Contractor Edwin C. Gerber

Contract number 2155

Date of contract Jan. 12, 1939

Date of completion Sept. 30, 1939

Date work started Mar. 2, 1939

Estimated date of completion July 13, 1940

Amount of contract $ 123,187.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 142,500

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8,485, 6 %

Date project was completed July 13, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men worked all week computing stockpiles and checking rock books.

Work under the contract was completed July 13th and notification was sent to the Public Roads Administration.

RECEIVED
JUL 22 1940
DIVISION ENGINEER
DIVISION NO. 2

NOTED
NOTED
R. A. HACKETT

RECEIVED
JUL 22 1940
OFFICE OF [illegible]
CONST[illegible]

Signed J. C. Chapman

Address Jewell, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.3		12.3	
Miles partially completed					
Miles completed		12.3		12.3	
Total estimated quantities		58,802.5	11,104	18,382	
Estimated quantities moved or placed to date		58,802.5	11,104	18,382	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	Cloudy		

STATE PRINTING DEPT.

11-A-1

May 4, 1940

Mr. Glaisyer:

In regard to the Edwin C. Gerber Contract #2155, Necanicum-Nehalem River Section of the Wolf Creek Highway in Clatsop County, 12.33 miles bituminous macadam, you are advised that I have checked both my card and the correspondence and find that no claim has ever been officially filed against this job.

We have had a number of inquires as to who the bonding company was etc., and on August 18th, 1939, Mr. Baldock wrote Gerber and advised him that deductions would be made against his estimates for any expense caused the state by reason of his not completing the contract within the specified time limit which was Sept, 30, 1939. This letter also criticizes the manner in which the work was handled and calls his attention to manner in which he is handling labor claims.

About August 18th Webber of H. G. Smiths office made an investigation of labor conditions and Gerber gave him checks covering additional amounts due nine of his employees. These checks were later returned to Gerber. Mr. Gerber appeared before the Commission I think early in August and said that he would pay his bills and would perform the work in accordance with the contract.

The bond on this contract was signed by D. H. McCollister as Attorney in Fact and by the late Walter F. Cline, as resident agent.

The correspondence is attached hereto and the page is marked showing Mr. Baldocks letter of Aug, 18.

J. McFarland.

RECEIVED
MAY 6 1940
FOR FILING

181-A-4

May 4, 1940

Mr. H. K. Sprott, Manager,
United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Dear Mr. Sprott:

In response to your telephone inquiry I have checked our records on the E. C. Gerber contract, No. 2155, for the construction of a bituminous macadam surface on the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County, and I failed to find where any claims have been filed against this job. This of course does not include any claim that the State Highway Commission may have against Mr. Gerber for failure to complete the job within the specified time limit or for any other reason.

I believe there were some labor difficulties on this job but I have no record of any claims relating to them. It is my understanding that the labor difficulty was satisfactorily disposed of after investigation by engineers from this office.

I trust this is the information you desire.

Very truly yours,

Secretary

HBG:AM

#2155

121-A-4

February 1, 1940

Balser Machinery Company,
2156 S. E. Eight Avenue,
Portland, Oregon.

Attention: Mr. R. L. Balser, Manager.

Gentlemen:

In reply to your letter of January 31st concerning the Edwin C. Gerber, Contract No. 2155, Necanicum-Nehalem River Section in Clatsop County, you are advised that this contract was approximately 83% complete on October 15th. On account of weather conditions no work has been performed on the project during the winter months.

The estimated date of completion is July 31, 1940.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2143
RESIDENCE -- GARFIELD 4415

BALZER MACHINERY COMPANY

CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

NATIONAL WIRE CLOTH CO.
SCREEN CLOTH

VULCAN IRON WORKS
PILE DRIVING MACHINERY

FEB 1 - 1940

January 31, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Attention - Secretary.

Subject - - Contract No. 2155.

Gentlemen:

Will you kindly advise us if this contract, which was let to Edwin C. Gerber, has been completed and accepted, or if it is still in the process of construction.

If the contract is not yet completed, will you please advise us the probable date of completion ?

Thanking you in advance for this information, we remain -

Yours very truly,
BALZER MACHINERY COMPANY,
Per
Manager.

RLB:BE

Jim
prepare answer
[illegible]

R. H. Baldock

/

Necanicum-Nehalem River
Contract No. 2155
E. C. Gerber, Contractor

Cost Analysis to October 15th, 1939
Surfacing & Oiling

Wolf Creek Highway
Prefix 4-1031
J. C. Chapman, Resident Engineer

NOTED
State Highway Engineer

181-A-4

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removing Slides	$2,100.03	8,790 cu. yd.	$0.24	$0.30	$2,637.00
4½"-2" Rock in Base	33,849.07	38,600 " "	0.88	1.00	38,600.00
3/4"-0" " " "	17,146.68	19,575 " "	0.88	1.00	19,575.00
Sprinkling	572.49	455.3 M-Gal.	1.26	1.25	569.13
3/4"-½" Cr. Rock in S.P.	2,711.70	2,070 cu. yd.	1.31	1.00	2,070.00
½"-¼" " " " "	3,301.20	2,520 " "	1.31	1.00	2,520.00
¼"-1/8" " " " "	3,144.00	2,400 " "	1.31	1.00	2,400.00
Preparation of Base	867.55	12.33 Mile	70.36	100.00	1,233.00
3/4"-0" Rock in Binder	2,538.63	1,894.5 cu. yd.	1.34	1.40	2,652.30
RC-3 in Binder	2,511.21	117.175 Tons	21.43	18.50	2,167.74
Hauling Slide Matl. PA #1	154.31	1,187 yd. mi.	0.13	0.15	178.05
#2 Gasco Tar in Binder PA #2	2,934.53	168 Tons	17.46	15.00	2,520.00
3/4"-0" Cr. Rock in 2nd Binder PA #2	2,191.57	1,635.5 cu. yd.	1.34	1.40	2,289.70
SC-6 Road Oil in Place PA #3	4,153.21	184.79 Tons	22.47	22.50	4,157.78
Screen Rejections	1,025.00	4,100 cu. yd.	0.25	0.25	1,025.00
Hauling Screen Rejections	115.00	1,150 yd. mi.	0.10	0.10	115.00
Force Account	694.22				857.83
Materials on Hand					
2½"-1¼" Min. Agg. in S.P.	7,209.00	8,100cu. yd.	0.89	1.00	8,100.00
1¼"-3/4" " " " "	2,403.00	2,700 cu. yd.	0.89	1.00	2,700.00
3/4"-½" " " " "	1,085.80	1,220 " " "	0.89	1.00	1,220.00
½"-¼" " " " "	1,806.70	2,030 " "	0.89	1.00	2,030.00
¼"-0" " " " "	845.50	950 " "	0.89	1.00	950.00
1¼"-0" Base Rock	86.40	135 " "	0.64	0.60	81.00

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-¼" Shoulder Material	$1,920.00	3,000 cu. yd.	0.64	0.60	$1,800.00
Estimated Haul Adjustment on Stockpile Rock		Deduct			- 1,500.00
Sales of Aggregate & Road Rock to Mt. States Construction Co.	1,795.82				3,035.20
Rejects Sold to Clatsop County	4,299.50	8,599 cu. yd.	0.50	0.50	4,299.50
	$101,383.46				$108,283.23

Gross Revenue	$108,283.23
Total Cost	101,383.46
Net Profit	$6,899.77

Net Profit Equals 6.4% of Gross Revenue

Necanicum-Nehalem River

Detail of Cost

Labor:			
Supervision		$2,581.00	
Labor		27,040.21	
State Industrial Accident Insurance		1,051.31	
Social Security & Unemployment Insurance		1,176.85	
			$31,849.37
Materials:			
RC-3 Road Oil	117.175 Tons at $9.50	$1,113.16	
	Frt. to Seaside at $3.40 per Ton	398.40	
	Demurrage	169.40	
SC-6 Road Oil	184.79 Tons at $4.90	905.47	
	Frt. to Seaside at $10.40	1,921.82	
#2 Gasco Tar	168 Tons at $10.60 at Seaside	1,780.80	
			6,289.05
Equipment Rental & Misc. Supplies:			
Equipment Rental		$28,036.00	
Hired Trucks		6,963.67	
Repairs on Hired Equipment		2,473.37	
Move In, Cartage		1,146.01	
Gas, Oil and Grease		11,524.96	
Explosives		3,715.83	
Drill Steel		266.08	
Plant Erection Lumber and Supplies		963.08	
Small Tools & Misc. Supplies		4,766.10	
Bond		1,024.48	
Public Liability		316.49	
Office and General Overhead		2,048.97	
			63,245.04
			$101,383.46

Necanicum-Nehalem River

Cost of Crushed Rock in Bunkers

	Mineral Aggregate & Maintenance Rock			Base Rock			
	Cost	Cu. Yd.	Cost per Cu. Yd.	Cost	Cu. yd.	Cost per Cu. Yd.	Total Cost
Strip Quarry & Develop	$101.72	25,429.5	$0.004	$218.16	64,175	$0.004	$319.88
Drill and Shoot	2,288.66	"	0.09	5,742.29	"	0.09	8,030.95
Load in Quarry	2,738.65	"	0.108	4,173.85	"	0.065	6,912.50
Haul to Crusher	2,042.92	"	0.080	3,611.13	"	0.057	5,654.05
Plant Set Up	890.03	"	0.035	2,306.24	"	0.035	3,196.27
Crushing	9,767.42	"	0.384	15,594.53	"	0.243	25,361.95
Proratable Expense	1,168.39	"	0.046	2,960.18	"	0.046	4,128.57
Cost in Bunkers	$18,997.79	25,429.5	$0.747	$34,606.38	64,175	$0.540	$53,604.17

2½"-1¼"	8,100 cu. yd.
1¼"-3/4"	2,700 " "
3/4"-½"	3,290 " "
½"-¼"	4,550 " "
¼"-1/8"	2,400 " "
¼"-0"	950 " "
3/4"-0"	530 " "
1¼"-0"	537 " "
Conc. Agg.	2,372.5 " "
	25,429.5 cu. yd.

Hours Crushing	591.5
Av. per Hour	43.0 cu. yd.

4½"-2"	38,600 cu. yd.
3/4"-0"	22,575 " "
3/4"-¼"	3,000 " "
Rejects	12,700
	76,875 cu. yd.

Hours Crushing	916.5
Av. per Hour	83.9 cu. yd.

Cost in Bunker	$0.54
Haul to Road 3.38 Mi. Av.	$0.237
Handle on Road	0.099
Cost on Road	$0.876

REMARKS:

This contract which required the surfacing and oiling of a 12.33 mile section of the Wolf Creek Highway was bid and awarded on January 26th, 1939. The contractor started work on March 2nd, and when work was suspended on October 14th, the job was 73% complete.

During the first three months the work consisted of placing a coyote hole in the quarry and the erection of the crushing plant. The crusher was started on June 2nd, and operated until October 1st. During June and July the mineral aggregate for the oiling and maintenance stockpile rock was produced and the base rock was crushed during August and September.

The crushing plant contained a primary 20" x 36" Universal jaw crusher, a 3' Traylor gyratory and a 50" x 20" Pioneer rolls. An automatic rolls feeder was installed and three 4' x 10' three deck vibratory screens were used. Power was provided by one 120 h.p. and two 70 h.p. caterpillar diesel motors. Belt conveyors were used for elevating and power was distributed to secondary operations in the plant through a system of sprockets and chains instead of the pulleys and belts ordinarily used. All the crushing equipment was new and suitable for a highly productive plant. Some difficulty was experienced during the first part of the operating period due to trouble with conveyor belts and a major breakdown of the primary crusher, but during the latter part of the work very little time was lost. During the four months in which the plant was operated, 89,604 cu. yds. of various rock sizes were produced plus 12,700 cu. yds. of rejects which were later sold. The plant operated 1508 hours and averaged 68 cu. yds. per hour, reaching a peak production of 2,500 cu. yds. during a single 21-hour day while crushing base rock.

The low cost of $0.09 for drilling and shooting was made possible as only 0.3 of a pound of powder was required per yard. Three coyote holes were used in shooting the quarry, and very little reshooting was required although some rock was broken by hammers. The rock was loaded with a new 3/4-yard Koehring diesel shovel at an average cost of $0.077 per yard. For the first two months, during which the crusher operated entirely on oiling aggregate and stockpile rock, the hourly production averaged only 43 yards per hour, and only two trucks were used in the quarry, but during the last two months when base rock was produced, at an average of 84 yards per hour, 3 and 4 trucks were required. The contractor used his own light trucks and also hired trucks for hauling to stockpiles and to the road.

The crushing of base rock was completed on October 1st, but the placing of rock from stockpiles continued until October 14th. As the base rock was not in place on the road early enough to permit the placing of the specified B-11 modified oil surfacing, it was decided to place a double binder course throughout the job and to postpone the placing of the heavy oil treatment until the summer of 1940. The placing of the oil was started on September 13th and continued until October 13th, with considerable lost time due to rain and bad weather. The oil and tar were shipped to Seaside and hauled an average of 20 miles to the job. Demurrage and heating costs were large due to delays from bad weather and the oiling operations were unprofitable.

The base rock items were the principal sources of the profit on this contract due to the high production achieved, low overhead costs and the very low quarry costs. The fortunate sale of the rejects and the sales to the Mt. States Construction Co. also added a large sum to the contractor's revenues. The expiration date on this contract was September 30th, 1939, but a shutdown order has been granted to the contractor, and the project will not be completed until July 1st, 1940.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED

#2155

November 25, 1939

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hurner.

Gentlemen:

Reference is made to your letter of November 22nd concerning the Edwin C. Gerber Contract No. 2155, Necanicum-Nehalem River Section in Clatsop County.

You are advised that this contract was approximately 85% complete on October 15th. The total amount paid the contractor to date is $93,209.45, and the retained percentage is $9,239.08. This contract will not be completed until about June 30, 1940.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2155
[illegible]

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

November 22, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. C. Gerber - Contract #2155.

We understand that this job has been completed.

Will you, therefore, give us completion and acceptance dates of the contract. If final payment has not been made, will you also state the amount of the holdback?

Very truly yours,

SHELL OIL COMPANY
Incorporated

RER:JM

FRANK J. HURNER
Division Credit Manager

Oct. 15.
E. $102,448.53
R. 9,239.08
Pd - $93,209.45

101-P-4

November 15, 1939

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

Reference is made to your letter of November 14th concerning the E. C. Gerber Contract No. 2155, Necanicum-Nehalem River Section in Clatsop County.

You are advised that the above contract was approximately 85% complete on October 15th. The total amount paid the contractor to date is $95,209.45, and the retained percentage is $9,239.06. This contract probably not be completed until about July 15, 1940.

Very truly yours,

Secretary.

Dict. by J. McFarland.

1 1-1-A-4

November 15, 1939

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

Reference is made to your letter of November k4th concerning the E. C. Gerber Contract No. 2155, Necanicum-Nehalem River Section in Clatsop County.

You are advised that the above contract was approximately 85% complete on October 15th. The total amount paid the contractor to date is $95,209.45, and the retained percentage is $9,259.08. This contract probably not be completed until about July 15, 1940.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FA 1A1-A-4

November 15, 1939

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

Reference is made to your letter of November k4th concerning the E. C. Gerber Contract No. 2155, Necanicum-Nehalem River Section in Clatsop County.

You are advised that the above contract was approximately 85% complete on October 15th. The total amount paid the contractor to date is $93,209.45, and the retained percentage is $9,239.08. This contract probably not be completed until about July 15, 1940.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2155
Clatsop Co

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S.W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

November 14, 1939

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. J. M. Mc Farland

Re: Contract 2155
Wolf Creek Highway

Gentlemen:

Contract on the above was awarded to E. C. Gerber of Oregon City, whom we have been supplying with our products.

We will be interested in knowing what percentage of the work has been completed and what percentage of the amount of the contract has been paid to Mr. Gerber. If the latter information is not available to us, please then merely advise percentage of work completed.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:LS

Oct. 15.
E. $ 102,448.53
R- $ 9,239.08
Pd- $ 93,209.45

FORM 3031

RECEIVED
OCT 2[illegible] 1939
FOR FILING

FA-131-A-4

October 21, 1939

NYQUIST MOTOR COMPANY
Astoria, Oregon

Attention Mr. C. A. Nyquist

Gentlemen:

In response to your inquiries of October 20 you are advised that State Highway Contract No. 2155 (Necanicum-Nehalem Section of the Wolf Creek Highway, in Clatsop County) was awarded to Edwin C. Gerber of Oregon City. Surety for the contractor on this job is the United States Fidelity & Guaranty Company, for whom McCollister & Campbell are general agents, with offices at 300 Central Building, Seattle, Washington.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

NYQUIST MOTOR COMPANY

SALES Ford SERVICE

Lincoln Zephyr V-12

Astoria, Oregon

[illegible] 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you [illegible] Highway Contract [illegible], [illegible] of the Wolf Creek Highway, was completed. Also would it be possible for you to inform us who the bonding company is for this particular job. The reason this information is [illegible] the fact that we have [illegible] for the construction of this job and we are unable to get any results from the [illegible] Construction Company. Thanking you for your courtesy in giving us this information, we are

Very truly yours,

Nyquist Motor Company

C. A. Nyquist

C. A. Nyquist/ms

FP 181-A-4

September 14th, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

E. C. Gerber, contractor on the Necanicum-Nehalem River Section, Contract No. 2155, F.A.P. 181-A (4), C (3), D (2), G (2), will finish his keyed macadam in about two weeks, and on account of the lateness of the season he has been advised to defer all bituminous macadam construction except the prime coat until next year. He has three cars of RC-3 prime coat material on hand which will be placed as soon as the weather is suitable. After that we wish to substitute Gasco No. 2 for RC-3 to avoid the danger of emulsification which has taken place in two instances where heavy rains have immediately followed the laying of RC-3.

One of these instances occurred on the Salmon River where the State Highway Department placed a prime coat on the forest project, and the other instance occurred east from Svensen where a non-skid recently laid by the State Highway Department formed an emulsion after a heavy rain. In both of these instances the oil was a total loss and considerable damage was done by the cars being spotted with the emulsion. These two instances have pretty clearly demonstrated that RC-3 cannot be used along the coast in the fall of the year.

If weather conditions are suitable I also desire to place a second prime coat of Gasco over the entire project. I believe this will be necessary in order to carry the job throughout the winter and prevent excessive patching. I do not anticipate that there will be sufficient contingencies to cover the cost of this second seal; therefore, it will be paid by state funds, although if there be any contingency fund remaining, I would appreciate its being made available for payment of the second seal.

Very truly yours,

State Highway Engineer

R

Form E-30—Revised—25M—8-39

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

FA 171-[illegible]-4

Salem, Oregon
September 11, 1939

Subject: Necanicum-Nehalem River Project

To: Mr. J. C. Chapman,
Resident Engineer,
Oregon State Highway Department,
Jewell, Oregon.

NOTED
State Highway Engineer

Dear Sir:

With respect to the application of the prime on the Gerber contract on the Wolf Creek Highway, we will permit the contractor to use up the three cars of RC-3 which he has on hand. This was outlined to him the other day, with instructions not to provide any more of this type of oil.

This RC-3 should be used up on the completed keyed macadam that is now ready for oiling from Elsie west and should be applied this week while the good weather prevails. It is extremely dangerous to use RC-3 in the fall when it might be subjected to rain, because of the likelihood of an emulsified action which takes place and causes the oil mat to peel off. This results in a loss of the oil, is very damaging to traffic and exceedingly embarrassing to our department.

I have just talked to Mr. Wardale of the Gas Company, and he has assured me that he will supply three or four cars of Gasco No. 2, to be used for the remainder of the prime coat when that becomes ready, which will be not less than two weeks from date. Mr. Wardale said that he would match the price of RC-3 at Seaside, so that the price agreement which we are sending herewith will provide the equivalent price for Gasco compared to the RC-3 bid item under the contract. If the Gas Company can furnish the additional Gasco necessary, we will put the second application on with this same material. If not, we will then have to use SC-6.

Please inform Mr. Gerber of these facts and ask him to confirm them if he desires and sign the price agreement, to be returned at your earliest convenience.

Yours very truly,

F. D. EASON,
Division Engineer.

J.A. Gasco to be applied @ 15⁰⁰ Trial

FDE:AM
cc Mr. H. G. Smith
R.H. [illegible]

FORM 5-A-1 5M 5-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FA 161-A-4

September 5, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. C. Gerber,
Contractor,
Oregon City, Oregon.

NOTE
C. B. McCu

Dear Sir:

The time limit for the laying of the bituminous macadam on the Necanicum-Nehalem River Section of the Wolf Creek Highway expired August 31st. You are hereby instructed to alter your plans for this year's work on the contract as follows:

1. Complete all macadam work and slide removal work on the contract at the earliest possible moment.

2. Place the RC-3 prime and cover as called for in the contract on the completed sections of the macadam as soon as same is ready and weather permits.

3. Follow this with a second application of either RC-3 or SC-6 oil for the same 22-foot width at the rate of 0.3 gallon per square yard, to be covered with 3/4" - 0" crushed screenings at the rate of .001 cubic yard per square yard. If SC-6 oil is used it will be laid under a price agreement. The cover rock will be placed under your contract bid item.

The bituminous macadam work will be deferred until suitable weather next spring or summer. You should make a request for extension of time to cover the required work this year if any extension is needed and for a 30-day working period next spring or summer for the laying of the B-11 bituminous macadam. When your work is completed this year, we will give you a shutdown order of indefinite period. Your request for extension of time must be accompanied by consent of surety. This extension beyond the specified contract time limit will be subject to penalty determined by the Highway Commission.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. C. Chapman
Public Roads Administration
U. S. Fidelity & Guaranty Co.

RECEIVED
OCT 11 1939
FOR [illegible]

2K

August 18, 1939

Mr. E. C. Gerber
Oregon City, Oregon

McCollister and Campbell, Agents
United States Fidelity & Guaranty Co.
300 Central Building
Seattle, Washington

Gentlemen:

You are advised that you are delinquent in the performance of your contract with the State of Oregon for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway, which contract is identified in our records as Contract No. 2155, and your delinquency is such that it now appears impossible for you to complete your work within the time limit fixed in the contract.

In fixing the time limit the Highway Commission was influenced by weather conditions and allowed a very reasonable time for you to complete the job. You neglected to prosecute your work with due diligence. Based upon our past experience, satisfactory highway work such as involved in your contract with the State cannot ordinarily be done in the western part of the state after September fifteenth. Therefore, if normal weather conditions prevail, the work on this contract will be shut down by September fifteenth and you will be required to take such precautionary measures and do such things as the Engineer may require for the preservation of the portion of the road constructed at that time, and you will likewise be required to do such things as the Engineer may require in order to accommodate traffic and preserve the road during the months when work is shut down.

Any damage which the State may sustain or any expense to which the Highway Commission may be put because of your failure to complete your job on time will be charged against the job and deducted from moneys which may be earned by you under the contract.

The manner in which you have conducted your work has proven entirely unsatisfactory. You have been dilatory in your work. The complaints which have been made to this office with respect to your payment of labor and material claims and the lack of proper observation of the provisions of the contract with respect to hours of labor are not at all favorable to you, but, on the contrary, have brought about a situation which warrants a complete investigation and examination of the job with respect to all of these items.

Such disclosures as may be made as a result of an investigation will be given proper consideration in connection with any further action which the Commission may take with respect to your contract.

A complete record will be kept of the costs of the job to the State, and all additional costs, including engineering supervision and the usual contract penalties, will be applied and charged where applicable when a final determination is made concerning your contract and job, and you will, therefore, govern yourself accordingly.

Yours very truly,

State Highway Engineer

RHB:HI

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1939

From: F. D. Eason

To: R. H. Baldock

Subject: Elsie-Necanicum Contract

Dear Sir:

Reporting on the status and progress of the Elsie-Necanicum contract for resurfacing and bituminous macadam:

On August 1st the contractor completed stockpiling of all mineral aggregate for his oiling work, as well as the stockpiling of the maintenance materials called for under the contract. Between August 1st and August 7th macadam materials were produced and stockpiled, as no road equipment was available on the job to incorporate this material into the road surface.

On August 7th the contractor started laying keyed macadam on the road. The three days for which reports have been received, August 7th, 8th and 9th, the contractor placed 3,123 cubic yards of material, completing the keyed macadam for a distance of 45 stations. The last day of the three, 1,354 cubic yards were laid. The total macadam rock called for under the contract is 51,000 cubic yards over the total distance of 12.3 miles. The B-11 oil mat is to be laid over a distance of 11.1 miles, and the new macadam rock on this section will total 39,000 cubic yards. I do not think the contractor will do better than a mile in three days in laying the keyed macadam. Assuming no lost time for rain or breakdowns and that this pace is maintained, it will require 40 days to place all the macadam work and 33 days for the portion on which the B-11 is to be placed. There are 22 working days left in August and with an additional 11 working days in September will carry the macadam work on the 11-mile section to September 15th, and the completion of all the macadam work to September 21st. It will be necessary for the contractor to supply additional equipment to carry on the oiling work, as all his present street equipment is required in laying the keyed macadam. If the additional equipment is supplied and the oiling work follows up as soon as the setting of the macadam will permit, he should have completed 6 to 8 miles of B-11 by September 15th. The contract calls for the completion of the 11 miles of B-11 by August 31st.

A good capable superintendent on the job to coordinate the operations would go a long way to assure the schedule above outlined.

R

Mr. Gerber attempts to do all the superintending work himself. We should make an immediate decision in the light of the above probable progress as to how long beyond September 1st, if any, the contractor will be permitted to lay bituminous macadam.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM

2 C

August 18th, 1939

Mr. Edwin C. Garber
Contractor
Oregon City, Oregon

Dear Sir:

With reference to the checks which you transmitted to Ray Webber as payment for claims presented by employees under your supervision for overtime and reclassification.

We have reason to believe that some of these checks are made out for amounts in excess of those to which the claimants are entitled. The figures as given you by Mr. Webber on his recent visit were figures roughly computed by him from the labor claims submitted by the employees in question. Mr. Webber suggested that you contact the men and endeavor to arrive, from your records and theirs, at the amounts you owe them. With this in mind we are transmitting to you the following list of checks, these being all those we received from you Monday, August 14th.

Curtis Hall	$40.55
Howard Kane	189.60
W. H. Rosser	3.68
B. L. Hurd	96.00
Arlie D. Fox	4.94
Conley Shelton	4.80
Cecil Parkhurst	5.50
C. A. Cornelison	9.00
Arthur Grafton	12.00

We prefer that you make your own settlements but insist that you furnish us with evidence that you have dealt justly with labor, that you have conformed with the state laws and with the terms of the contract.

We have advised Mr. C. H. Gram, Labor Commissioner for the State of Oregon, of our findings so far in regard to these claims and requested that he investigate them.

It is my request that you sign the copy of this letter attached signifying your receipt of the above listed checks and hand same to Mr. Webber.

R

Very truly yours,

State Highway Engineer

cc to: C. H. Gram
W. H. Lynch
H. G. Smith
Ray Webber

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

August 14, 1939

From: Ray Webber

To: H. G. Smith

Subject: Labor Violations on Gerber Contracts

NOTED
C. B. McCullough

Dear Sir:

On August 8th I visited the Necanicum-Elsie section of the Wolf Creek Highway which is under contract with E. C. Gerber, contract number 2155. I had previously received through the Labor Commissioners office some complaints from workmen regarding improper classification of their duties on this project, also I had received some claims in my office from workmen who claimed they were entitled to additional compensation for overtime which they had worked.

I met Mr. Gerber on the afternoon of August 8th and explained in a general way the complaints which I had received. He referred me direct to his daughter and told me to consult her in regard to any matters which I might care to discuss regarding any claims or probable violations of the contract or provisions of the contract. I explained to Gerber that I intended to investigate fully all of the claims which I had and that I intended to solicit any additional claims I might find. Mr. Gerber claimed that all workmen were properly classified and that they were not required to work overtime.

In the course of my investigation I obtained four affidavits from former workmen to the effect that they were required to work over 8 hours per day and 48 hours per week and that for such overtime they received only their straight pay and not the double rate as required by State Law. Also these men made further statements that they were paid with two checks when their time exceeded forty hours per week, one check to cover the time shown on the certified payroll (contract provisions limit the hours of workmen to forty hours per week) and the second check to cover any hours in excess of the allowable forty hour week. Attached herto are copies of the statements taken from the four workmen mentioned above.

In addition to the above violations Mr. Howard Kane claims that his "Termination Report" for services performed on this project was short about $96.00 and that this report was apparently made out to conform with the time as shown on the certified payroll. This would indicate that Gerber is not making proper payment to the Unemployment Commission. Also it seems to me that if this is true there would be some question as to the amounts which are paid to the Social Security Commission.

It developed during the course of my investigation that there is a general feeling among Gerber's employees that he will discharge any employee he finds talking to our employees. Any employee who complains to the Labor Commissioner or an engineer regarding his classification, hours of work, or payment for overtime is apparently immediately discharged.

From information obtained it is my belief that a great number of workmen now working on this project are required to work overtime and receive only their regular pay for such overtime. Also that such workmen will not complain so long as they are employed by Gerber.

I believe that an audit of the checks and stubs will indicate a gross violation of the overtime law of the State of Oregon; also a violation of the forty hour limitation of the contract together with falsefication of payrolls prepared under oath; that such an audit might reveal improper payments to the Unemployment Compensation Commission and the Social Security Board.

I have received nine checks from Gerber as payment for all claims which I presented to his daughter. These checks are made out to conform with my figures. I had suggested the necessity of arbitration in some cases. It is my belief that the check issued to Howard Kane is in excess of the amount which is actually due him. Mr. Kane called me Sunday night August 13th and told me he understood an adjustment was in order and that when he visited Gerber's office they would not talk to him. I would suggest that all the checks which were sent to me be turned over to Mr. C. H. Gram for disposal and arbitration in order to insure our department as not being dictatorial in payment of these claims. The checks in question are enclosed herewith. Photostatic copies of these checks have been prepared (3prints) which I will retain until requested to dispose of them.

I have in my files complete copies of all of the claims for overtime including the dates on which the workmen were employed together with the hours worked on these days, and in most cases a complete record of the actual amounts paid with the date of payment made by Gerber. I will present these records if you so desire.

Several complaints were made to the effect that Gerber is very slow in paying the workmen their wages. In some cases wages are paid one month late.

Ray Webber

Ray Webber
Labor Regulations Engineer

cc:R. H. Boldock
J. M. Devers

STATE OF OREGON)
) ss
COUNTY OF Clatsop.)

I, D. L. Hurd, being first duly sworn, depose and say:

I was employed by Gerber, (Contracter for the highway Dept. on the oiling and surfacing job near Elsie. I was required to work overtime payment was made to me for this overtime at the rate of 60¢ per hour, which was my regular wage rate. Two checks were issued to me when my hours of employment exceeded 40 hours per week, one of these checks were for the 40 hours week and the other was for the hours in excess of 40 hours per week plus overtime at a single rate for time in excess of 48 hrs. per week or 8 hours per day. It was generally understood that if employes talked to any of the engineers they would be discharged from the job,

(Sgd) D. L. Hurd

Subscribed and sworn to before me this 9th day of August, 1939.

(Sgd) Ray Webber
Notary Public for Oregon

My commission expires 3-29-40

COPY

STATE OF OREGON }
COUNTY OF Clatsop } ss

I, Emmett Cook, being first duly sworn, depose and say:

That I am now employed by Gerber on the Elsie Surfacing & oiling. That I have been working for Gerber for about one year. I am required to work overtime. For this overtime work I receive only straight pay. Gerber pays me with two checks when I work over 40 hours per week. One of the checks for 40 hours work and the other for overtime and over hours. Gerber has told me to lie to the engineers regarding the hours we work, said he would discharge me if I complained about overtime etc. to the engineers.

(Sgd.) Emmett F. Cook, Jr.

Subscribed and sworn to before me this 9th day of August, 1939.

(Sgd) Ray Webber
Notary Public for Oregon

My commission expires 3-39-40

COPY

STATE OF OREGON)
                } ss
COUNTY OF Clatsop)

I, Howard Kane, being first duly sworn depose and say:

That while employed by Gerber on the oiling and surfacing job at Elsie I was required to work over 8 hours per day, for any such work over 8 hours per day (and 48 hours per week) I was paid at a straight rate of 60¢ per hour.(No increase in rate for the overtime.) Also I was paid with two checks in each case where my work exceeded 40 hours per week. One check being for the 40 hour week and the second check for any hours over 40 hours per week plus overtime at the straight rate. It was generally understood that I would be discharged if I complained to the engineers on the job. I was told by Gerber not to talk to the engineers.

(Sgd.) Howard Kane

Subscribed and sworn to before me this 9th day of August, 1939.

(Sgd.) Ray Webber
Notary Public for Oregon

My commission expires 3-29-40

COPY

STATE OF OREGON)
) ss
COUNTY OF Clatsop)

I, Arthur Grafton, being first duly sworn, depose and say:

I am required to work over 8 hours per day at times. For this time over 8 hrs per day I have received only straight time paid on the basis of 60¢ per hour.

I Saw one man discharged because he was talking to the inspector on the job.

The contractor on this job holds back one week's pay. All of the above statements apply to the Gerber contract at Elsie. Two checks are given to me when my time exceeds 40 hrs per week. One check for 40 hours & the other for the hours over 40 hours per week.

(Sgd) Arthur Grafton

Subscribed and sworn to before me this 8th day of August, 1939

(Sgd) Ray Webber
Notary Public for Oregon

My commission expires 3-29-40

COPY

FORM S-K-1 2M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

F.A. 181-A-4

August 14, 1939

NOTED
O. B. McCullough

Mr. Ralph Campbell, Attorney,
Unemployment Compensation Commission,
Salem, Oregon.

Dear Mr. Campbell:

One W. C. Gerber entered into a contract with the State of Oregon on January 26, 1939, for the construction of the Necanicum-Elsie Section of the Wolf Creek Highway, which contract is identified in our records as contract No. 2155.

We have had considerable complaint against this man for the manner in which he treats his employes, his observation of hours of labor and the payment of his employes.

In connection with our investigation there has arisen the thought that possibly your Department should check the contractor's records with respect to payments due the Unemployment Compensation Commission.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock

FORM 8-A-1 5M 5-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

July 22, 1933

FA 181-A-4

IN REPLY PLEASE
REFER TO FILE NO.

U. S. Fidelity & Guaranty Co.,
Bedell Building,
Portland, Oregon.

Gentlemen:

The Highway Commission has requested Mr. Gerber to appear before the Commission on Thursday, July 27th, at 4:20 p.m., with respect to the lack of progress on his contract No. 2155, covering the surfacing of the Necanicum-Nehalem River Section of the Wolf Creek Highway. It is requested that you also be present at this conference, since you, as his surety, will be concerned in the discussion and any decisions which the Highway Commission may make with respect to the contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

RECEIVED
JUN 19 1939
FOR FILES

181-0-4

June 17, 1939

BALZER MACHINERY COMPANY
2136 S. E. Eighth Avenue
Portland, Oregon

Attention R. L. Balzer, Manager

Gentlemen:

In response to your inquiry of June 16, you are advised that the bond furnished in connection with the Edwin C. Gerber contract, No. 2155, Necanicum-Nehalem River Section, in Clatsop County, was written by the United States Fidelity & Guaranty Company. The Oregon office of this company is Bedell Building, Portland.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

[illegible], MANAGER
FFICE -- EAST 2143
RESIDENCE -- GARFIELD 4415

OHIO LOCOMOTIVE CRANE CO.
LOCOMOTIVE CRANES

NORTHWEST ENGINEERING CO.
POWER SHOVELS

CHICAGO PNEUMATIC TOOL CO.
AIR COMPRESSORS

PACIFIC WIRE ROPE CO.
WIRE ROPE

BALZER MACHINERY COMPANY
CONTRACTORS AND LOGGERS EQUIPMENT
2136 S. E. EIGHTH AVENUE
CORNER EAST EIGHTH AVENUE AND GRANT STREET
PORTLAND, OREGON

WE RENT NEW AND USED
MACHINERY WITH
PRIVILEGE OF PURCHASE

TRAYLOR ENG. & MFG. CO.
GYRATORY CRUSHERS

MURPHY DIESEL CO., LTD.
DIESEL ENGINES

NATIONAL WIRE CLOTH CO.
SCREEN CLOTH

VULCAN IRON WORKS
PILE DRIVING MACHINERY

June 16, 1939

RECEIVED
JUN 17 1939
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

Will you kindly advise us the name of the Bonding Company who furnished the bond on the E. C. Gerber surfacing job at Elsie, Oregon.

Thanking you for this information, we remain -

Yours very truly,
BALZER MACHINERY COMPANY,
Per R. L. Balzer
Manager. BB

RLB:BE

FORM 5-A-1 5M 4-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

181-G-4

NOTED
McCullough

June 17, 1939

Mr. Edwin C. Gerber,
Contractor,
Oregon City, Oregon.

Dear Sir:

I wish to call to your attention the lack of adequate progress in your contract No. 2155 - Necanicum-Nehalem River Project in Clatsop County. This contract was awarded on January 26, 1939. The work on the contract got under way March 2nd by the starting of a coyote hole in the quarry. The work on plant erection did not start until April 5th, and the actual turnover of the plant did not commence until June 1st. The actual crushing of rock, however, for this contract did not start until about the 12th or 13th of this month.

The time limit for all work on the contract is September 30, 1939, with a provision that the bituminous macadam must be placed by September 1st. It has verbally been called to your attention several times that time is a vital factor in this contract, as some 75,000 yards of crushed rock are involved, 55,000 yards of which must go on the road before the bituminous macadam can be commenced, and the mineral aggregate for the bituminous macadam must be produced before the oiling can get under way.

From present indications this schedule can not be met within the time limit provided. If the bituminous oil macadam is not completed by September 1st as provided, it will be necessary to delay the completion of this part of the work until sometime subsequent to June 1, 1940. In view of your long delay in getting your plant set-up started and the additional delay in its operation, there is no adequate excuse or justification for time extension without penalty. You must, therefore, expect to be subject to such penalties as the Highway Commission and the Bureau of Public Roads assess, in accordance with the usual practice in such cases, if the time limit is exceeded.

On a possible average production of a thousand yards per day, it will take until after July 1st to produce the mineral aggregate required,

NOTED
C. W. McCullough

and with a continued production of like amount for road rock it will be the last of August before all the road rock is in place. You will, of course, start the bituminous macadam work after there is sufficient road rock laid, which possibly might be sometime after the first of August. It would appear, however, that even with the best continued output, there will be several miles of bituminous macadam uncompleted by September 1st.

You are urged to do everything possible to speed up your operations, to the end that the work will be completed as far as can be done during this working season. We would appreciate a statement from you as to your plans for handling the work and what you think you can accomplish before the expiration of the time limit.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc U. S. Fidelity & Guaranty Co.
Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. C. Chapman

RECEIVED
MAY 24 1939
F[illegible]
FAP 181-A 4

RECEIVED
MAY 24 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124

Oregon FAP 181-A (4),
Necanicum-North Fork Sec.,
Wolf Creek Highway.

May 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Atpe-38772

Form P. R. 2

State Oregon

Federal Aid Project No. 181-A(4)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 9th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(4) of said project which were recommended for approval by the United States District Engineer on the 11th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, six hundred seventy and 00/100 dollars ($21,670.00) as the share of the United States payable under said act on account of Section A(4) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 14+00 in Section 23, T. 5 N., R. 9 W., W. M., and survey station 196+50, the westerly end of Section C(3) of said project, in the SE 1/4, Sec. 17, T. 5 N., R. 8 W., W. M., (excepting therefrom that portion between survey station 57+18 and survey station 58+05), length 3.427 miles, in Clatsop County, being Section A(4) of Oregon Federal Aid project No. 181, consisting of 3.427 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

RECEIVED
MAY 22 19[illegible]
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(4) of said project shall not in any event exceed the sum of twenty-one thousand, six hundred seventy and 00/100 dollars ($21,670.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, five hundred twenty-three and 00/100 dollars ($35,523.00), the approved total estimated cost of Section A(4) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 11 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Herman M. Oliver
Member, State Highway Commission
(Title of officer)

By ....
(Title of officer)

By ....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 131-A(4) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $35,523.00 as the total estimated cost of said project, and the sum of $21,670.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 11 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By ______

Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—[illegible]

FORM ~~[illegible]~~

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

REFER TO
Assistant State Highway Engineer

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

~~[illegible] For the [illegible]~~

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

With respect to the proposed temporary oiling on the Wolf Creek Highway from Elsie to Necanicum covering the Gerber contract, the cost of doing this work on the basis of .35 shot of Gasco, with blade cover over the 11 miles involved, would be approximately $5,000.00. Since the traffic condition over this section of the highway up to July 1st, when the Sunset Camp-Elsie Section will be open for traffic, will be no different than last year, the particular need for this dust palliative will occur on July 1st.

Mr. Gerber's contract calls for the construction of a 4½-inch lift of keyed macadam on the present surface. This macadam work will start about June 1st and, with his expected progress, should be completed by July 31st so that by July 1st he should have one-half of the section rocked. His contract specifies that a binder course shall be laid at intervals during the progress of the construction of the keyed macadam course to hold it and protect it against disintegration. Mr. Gerber's plan is to put on this binder course as soon as enough macadam is laid to use up a car of oil. This will mean the application of approximately 2 miles per car, so that by July 1st presumably 4 miles of his macadam would be oiled with a binder course, and by the last of July would be completed.

Mr. Bishop has arranged for the transfer of two water trucks on the Sunset Camp-Nehalem Section of the Wolf Creek Highway in connection with the macadam construction on that section in preparation of the oiling to be done about the end of June. It is suggested in lieu of putting on the temporary oiling on the Gerber contract section, which would in great part be covered by the first of July, that these two water trucks be transferred to the Gerber contract and operated during the month of July on the section not at that time oiled by Mr. Gerber, to allay the dust condition. The operation of these two water trucks at two shifts a day would cost approximately $1,500.00 a month.

With respect to the widening and shaping of the detour road (county road) between the Nehalem River and Elsie Junction of the Wolf Creek Highway, it is estimated that this work will cost $1,000.00. Mr. Lindsay, who has the contract for the Nehalem River Bridge, has a small shovel and some trucks on the job, and I believe we could arrange to rent the shovel and two trucks for 4 days at an approximate cost of $100.00 a day, which would take care of the widening of the narrow sections and provide a safe two-way road. In addition to this we should add about 400 cubic yards of crushed rock, which, I think, can be secured from Mr. Gerber's plant at an estimated cost of $1.50 on the road, or $600.00. If this plan is approved a State Force Order to cover this expenditure, with authority to arrange for the rental of Mr. Lindsay's equipment and the furnishing of the rock delivered on the road, would take care of the situation. Mr. Bishop advises that he would have no equipment available at this time to do this work.

If the oiling is to be done, it should be done as the first job of Boldt's oiling crew leaving Salem May 29th, in which case arrangements must be made immediately.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. J. N. Bishop
Mr. H. G. Smith

#2155

RECEIVED
MAY 9 1939
FOR FILING

Union Oil Company of California
YEON BUILDING
PORTLAND, OREGON

May 8, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen

EDWIN C. GERBER
Oregon City, Oregon

It is our understanding that Edwin C. Gerber has been awarded Oregon State Highway Contract #2155, near Elsie, Oregon.

We anticipate furnishing the petroleum requirements on this job and shall appreciate your giving us the necessary data to complete the attached questionnaire.

Enclosed is a business reply envelope for your convenience. Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosures

FORM 401 P 12-38

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 181-A (4),
Necanicum-North Fork Sec.,
Wolf Creek Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FA 181-A-4

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Necanicum-North Fork Section, Project No. FA 181-A (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 181-A(4)

NECANICUM-NORTH FORK SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

Bituminous Macadam Surfacing (Sta. 14+00 to 196+50)

8,300	cu. yds.	4½" - 2" Rock in Base	$ 1.00	$ 8,300.00
4,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,700.00
130	M-gal.	Sprinkling	1.25	162.50
3.43	miles	Preparation of Base	100.00	343.00
400	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	560.00
4,660	cu. yds.	Mineral Aggregate in Place	1.95	9,087.00
42	tons	Emulsified or Cutback Asphalt in Seal Coat	18.50	777.00
306	tons	Asphalt in Place	22.50	6,885.00
80	tons	Outback Asphalt (RC-3) in Binder Course	18.50	1,480.00
			Subtotal	$ 32,294
			10% Engr. & Cont.	3,229
			Total	$ 35,523

Length of Roadway	3.427 miles
Length of Bridge	.016 mile
Total Length	3.443 miles
Cost per mile, roadway	$ 10,365

Federal Aid Funds Requested- -	$ 21,670
State Funds- -	13,853
	$ 35,523

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
FEB 21 1939
FOR

February 21, 1939

Mr. Edwin C. Gerber
Oregon City, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2155 which was awarded to you on January 26, 1939, by the State Highway Commission, for the bituminous macadam surfacing of the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:AM

RECEIVED
FEB 2 1939
FOR FILING

February 1, 1939

Mr. Edwin C. Gerber
Oregon City, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2155 which was awarded to you on January 26, 1939, by the State Highway Commission, covering the construction of bituminous macadam surfacing on the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workman's Compendation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 28 1939
FOR FILING

181-[illegible]

January 27, 1939

Mr. Edwin C. Gerber

Oregon City, Oregon

Dear Sir:

The State Highway Commission on January 26, 1939, awarded you the contract for 12.3 miles surfacing and bituminous binder course and 11.1 miles bituminous macadam wearing surface, also furnishing crushed rock in stock piles, on the Necanicum-Nehalem River Section of the Wolf Creek Highway, in Clatsop County. This award was based on your low bid of $123,187.50, using road oil, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1 1939

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. [illegible] 181 A-4

POST OFFICE BUILDING
PORTLAND, OREG.

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 181-A (4), 181-B (4), 181-C (3), 181-D (2) and 181-G (2), surfacing Necanicum-Nehalem River section of the Wolf Creek Highway, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED
1939

RECEIVED
JAN 12 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. 181-A-4

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 181-A (4), the Necanicum-North Fork section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the transfer of this project from the 1939 to the 1938 program.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 1 3 1939
F.O.W.

7(181-(4)

January 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the bid proposals for the Necanicum-Nehalem River Section, Projects Nos. FA 181-A (4), B (4), C (3), D (2) and G (2), submitted to you on January 5, 1939.

Please correct the last line in the fourth paragraph to read "0.010 cubic yard per square yard." Also, correct the following bid quantities for stockpiled materials as follows:

Item No. 5 - - - - 1,800 cu. yds.
Item No. 6 - - - - 1,650 " "
Item No. 7 - - - - 1,650 " "

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
MAY 16 1939
FOR FILING

[illegible] 181-A-4

January 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Necanicum-North Fork Section, Project No. FA 181-A (4).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department Federal Aid Project No. 181-A (4)

NECANICUM-NORTH FORK SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1939

Bituminous Macadam Surfacing (Sta. 14+00 to 196+50)

8,300	cu. yds.	4½" - 2" Rock in Base	$ 1.25	$ 10,375.00
4,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	6,345.00
130	M-gal.	Sprinkling	1.50	195.00
3.43	miles	Preparation of Base	100.00	343.00
400	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	1,000.00
4,660	cu. yds.	Mineral Aggregate in Place	2.50	11,650.00
42	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	966.00
306	tons	Asphalt in Place	22.50	6,885.00
80	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	1,840.00
98	tons	Tar in Binder Course	19.00	(Alternate)
			Subtotal	$ 39,599
			10% Engr. & Cont.	3,959
			Total	$ 43,558

Length of Roadway	3.427 miles
Length of Bridge	.016 mile
Total Length	3.443 miles
Cost per mile, roadway	$ 12,710

Federal Aid Funds Requested- -	$ 26,570
State Funds- -	16,988
	$ 43,558

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

December 29, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. S. H. Probert.

Dear Sir:

On our 1939 approved budget we have work on the Oregon Coast Highway between the Seaside Junction and the Necanicum Summit south of Necanicum Junction requiring the purchase of approximately 2,000 yards of crushed material. It is requested that you include in the Wolf Creek resurfacing and oiling contract the stock piling of this maintenance material on the Oregon Coast Highway at the following sites:

Milepost 24.32

3/4" - ½"	Material	400 cu. yds.
½" - ¼"	"	300 " "
¼" - 1/8"	"	300 " "

Milepost 33.70

3/4" - ½"	Material	400 cu. yds.
½" - ¼"	"	300 " "
¼" - 1/8"	"	300 " "

The cost of this material would be chargeable to the maintenance orders covering the proposed work. Mr. Bishop has approved this procedure of providing this maintenance material.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock
Mr. J. N. Bishop
Mr. C. C. Seeley

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

September 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

With respect to the additional work on the Elsie-Necanicum Section of the Wolf Creek Highway and the necessary specifications to cover this work, I wish to advise as follows:

The job name should be changed from the Elsie-Necanicum Section to the Necanicum-Nehalem River Section. Under "Description of Work" the following paragraph should be inserted:

> "In addition to the above outlined work, this contract will include the surfacing of the newly graded section from Station 599+00 to Station 661+65."

It is planned to put two 4½-inch lifts of keyed macadam throughout this section, with an additional lift in such places where the grade would seem to be unstable. An allowance is made in the quantities to cover this contingency. The estimate for the additional work is as follows:

7,500	cubic yards	Rock in Base	$1.25	$ 9,375.00
2,400	" "	Key Stone	1.35	3,240.00
30	tons	RC-3 Prime	23.00	690.00
150	cubic yards	Key Stone Cover	1.35	202.50
				$13,507.50
	10 per cent Engineering and Contingencies			1,350.75
		Total		$14,858.25

The typical section is attached hereto.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

FORM 8-64-10M. 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
SEP 16 1938

September 15th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
C i t y

Dear Sir:

Please submit amended specifications for the Elsie-Necanicum Section of the Wolf Creek Highway to include the Elsie-Nehalem River surfacing and prime coat.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

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AUG 16 1938
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Projects
Primary

August 12, 1938

IN REPLY PLEASE REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith special provisions, estimate, sketch map and proposed typical section for the Federal Aid improvement project on the Wolf Creek Highway from Mecanicum to Elsie Junction.

You will note that the provisions call for a cutback asphalt binder on the macadam course for the purpose of holding the macadam in shape until the bituminous macadam gets under way. It is presumed that this contract may be let in the early fall, and the contractor will produce his oil rock and stock pile it during the winter. This will allow him to start his resurfacing work sometime in the spring.

There may be occasions when the binder course would be applied during the rainy season in the late spring. As you remember, we have had several disastrous experiences in the use of cutback asphalt where it was subjected immediately thereafter to heavy rain storms. It might be well for this particular application to provide for the use of Gasco, which can be laid in a wet condition and because of the fact that it is heavier than water will not be floated from the rock if subjected to rainstorm or wet condition.

If it is permissible, I would suggest, therefore, that we provide that the contractor use either cutback asphalt as indicated or Gasco No. 2 as the engineer may order.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 1 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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Projects
Primary

OREGON STATE HIGHWAY COMMISSION
SALEM

July 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
C i t y

Dear Sir:

Please write up the specifications on the Necanicum-Elsie Section in the amount of $145,000 as soon as possible in order that Mr. Probert's department can have time to work on them without undue haste.

There are several large lettings during the fall months, and it is desired to avoid congestion in the drafting department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED

CONTRACT# [redacted] 2155

FA 181-B-4 Necanicum-Nehalem River 1939
Sec., Wolf Cr. Hwy., Humbug
#2155 Mtn.-Ranger Station Sec.

RECEIVED
SEP 5 1940

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

181-B-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-B (4), Humbug Mountain-Ranger Station Section of the Wolf Creek Highway ________________, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Fron

FOR:
FAP 181-B-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

STATE HIGH

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No.________ Oregon FAP 181-B(4),
Humbug Mt.-Ranger Station Sec.,
Wolf Creek Highway.

May 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jvon

Appr-38773

Form P. R. 2

State Oregon

Federal Aid Project No. 121-B(4)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(4) of said project which were recommended for approval by the United States District Engineer on the 11th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, two hundred thirty and no/100 dollars ($24,230.00) as the share of the United States payable under said act on account of Section B(4) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

-3/

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws of 1917 and Chap. 31, laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 266+50 in the S. 1/2, Sec. 21, T. 5 N., R. 8 W., W.M., the easterly end of Section C(3) of said project, and survey station 470+00 in the SE 1/4, Sec. 25, T. 5 N., R. 8 W., W.M., the westerly end of Section D(2) of said project (excepting therefrom those portions between survey stations 376+76 and 377+35, and 434+24 and 435+02), length 3.828 miles, in Clatsop County, being Section D(4) of Oregon Federal Aid project No. 181, consisting of 3.828 miles of roadway and no bridges, of more than 20 feet clear span.

8—5518

173

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

31

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(4) of said project shall not in any event exceed the sum of twenty-four thousand, two hundred thirty and no/100 dollars ($24,230.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-nine thousand, seven hundred seventeen and no/100 dollars ($39,717.00), the approved total estimated cost of Section B(4) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of MAY 11 1939 ----------, 19----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Herman W. Oliver

Member, State Highway Commission
(Title of officer)

By --

(Title of officer)

By --

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~a~~ Federal Aid Project No. 181-B(4) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 39,717.00 as the total estimated cost of said project, and the sum of $ 24,230.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 11 1939
one thousand nine hundred and ....

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 3—4239

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

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APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 181-B (4)
Humbug Mountain-Ranger Station,
Wolf Creek Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

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FOR FILING

7(1 181-B4

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Humbug Mountain-Ranger Station, Project No. FA 181-B (4).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　Federal Aid Project No. 181-B(4)

HUMBUG MOUNTAIN-RANGER STATION SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

Bituminous Macadam Surfacing

9,300	cu. yds.	4½" - 2" Rock in Base	$ 1.00	$ 9,300.00
5,290	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	5,290.00
150	M-gal.	Sprinkling	1.25	187.50
3.83	miles	Preparation of Base	100.00	383.00
430	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	602.00
5,220	cu. yds.	Mineral Aggregate in Place	1.95	10,179.00
48	tons	Emulsified or Cutback Asphalt in Seal Coat	18.50	888.00
340	tons	Asphalt in Place	22.50	7,650.00
88	tons	Cutback Asphalt (MC-3) in Binder Course	18.50	1,628.00
			Subtotal	$ 36,107
			10% Engr. & Cont.	3,610
			Total	$ 39,717

Length of Roadway	3.828 miles
Length of Bridges	.028 mile
Total Length	3.856 miles
Cost per mile, roadway	$ 10,375

Federal Aid Funds Requested- -	$ 24,230
State Funds- -	15,487
	$ 39,717

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

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OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE NO. 71-181-B-4

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 181-B (4), the Humbug Mountain-Ranger Station section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of program revision.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

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MAY 18 1939
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FA 181-B(4)

January 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Humbug Mountain-Ranger Station Section, Project No. FA 181-B (4).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid
Project No. 181-B (4)

HUMBUG MOUNTAIN-RANGER STATION SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1939

Bituminous Macadam Surfacing

9,300	cu. yds.	4½" - 2" Rock in Base	$ 1.25	$11,625.00
5,290	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	7,141.50
150	M-Gals.	Sprinkling	1.50	225.00
3.83	miles	Preparation of Base	100.00	383.00
430	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	1,075.00
5,220	cu. yds.	Mineral Aggregate in Place	2.50	13,050.00
48	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	1,104.00
340	tons	Asphalt in Place	22.50	7,650.00
88	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	2,024.00
108	tons	Tar in Binder Course	19.00	(Alternate)
		Sub-total		$44,277
		10% Engr. & Cont.		4,427
		Total		$48,704

Length of Roadway	3.828 miles
Length of Bridges	0.026 mile
Total Length	3.856 miles
Cost per mile, Roadway	$12,723

Federal Aid Funds Requested- -	$29,710
State Funds- -	18,994
	$48,704

CONTRACT# [redacted] 2155

FA 181-D-2 Necanicum-Nehalem River 1939
Sec., Wolf Cr. Hwy., Ranger
#2155 Sta.-Elsie Sec.

181-G-2

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-G (2), Elsie-Nehalem River Section of the Wolf Creek Highway ________, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

For

181-C-3

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-C (3), North Fork-Humbug Mountain Section of the Wolf Creek Highway ________________, was made by a representative of this office on August 29, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

181-D-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 31, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 181-D (2), Ranger Station-Elsie Section of the Wolf Creek Highway ________________, was made by a representative of this office on August 29, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Ron

FA 181-G-2

DEC 2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 181-G (2)
Necanicum to Nehalem R.
Wolf Creek Highway

December 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By J. F. Cameron
J. F. Cameron
Highway Engineer

Encls.

A4pr-38797

Section G (2)

Oregon Federal Aid Project No. 181

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 16, 1939, by the Secretary of Agriculture, and on April 25, 1939 by the State Highway Commission of Oregon, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. 181, Section G(2); and

WHEREAS, under the Reorganization Act of 1939 (Public No. 19 - 76th Cong.) and the President's first plan of Government Reorganization, effective July 1, 1939, all functions of the Secretary of Agriculture relating to the administration of the Bureau of Public Roads (now the Public Roads Administration of the Federal Works Agency) are transferred to and exercised by the Federal Works Administrator, hereinafter referred to as the Administrator; and

WHEREAS, the State Highway Commission of Oregon has requested the Administrator to approve a revision of the plans, specifications and estimates for said project to provide for increased quantities involved in the revision of footings for the Nehalem River bridge, and by reason thereof has requested that the approved estimate of cost be increased from $137,879 to $167,403, and that the Federal funds approved and set aside to the credit of the project be increased from $84,110 to $102,120:

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Administrator, that the plans, specifications and estimates be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates and the sum of One hundred two thousand, one hundred twenty and 00/100 dollars ($102,120.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of One hundred two thousand, one hundred twenty and 00/100 dollars ($102,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of One hundred sixty-seven thousand, four hundred three and 00/100 dollars ($167,403.00), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Nov. 4 1939, and the Administrator on NOV 21 1939.

OREGON STATE HIGHWAY COMMISSION

By Henry F Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads.

Section 6(2), Oregon Federal Aid Project No. 181.

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this ~~Department~~ Agency as Federal Aid Project No. 181-C(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $167,403.00 in lieu of the $84,110.00 approved by Certificate of May 16, 1939, as the total estimated cost of said project, and the sum of $102,120.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of NOV 21 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,

By ______

Acting Commissioner of Public Roads.

F.A. 181-G-2

November 6, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Elsie-Nehalem River Section, Project No. FA 181-G (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAP 181-C (2)
Elsie Nehalem River Sec.
Wolf Creek Highway

October 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

FA 181-G-2

August 17, 1939

Mr. J. W. Nash

Mr. R. V. Hollenberg

Correction on Federal Aid Voucher

Dear Sir:

Federal Aid Voucher number 2, for the Elsie-Nehalem River Section, Project No. 181-G (2), due to typographical error, was submitted in the amount of $4,024.76. The correct figure should be $4,204.76, which amount agrees with the reimbursement made by the Public Roads Administration.

Very truly yours,

J. W. Nash
Asst. Office Engineer

JWN:ER

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JUN 28 1939
FOR [illegible]

FA 181-G-2

June 24, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the suggestion of Mr. Davis by telephone today, we are enclosing herewith seven copies of estimate as basis for modified agreement for the Elsie-Nehalem River Section, Project No. FA 181-G (2), which estimate includes the increased quantities provided for under supplement price agreement No. 2. Copies of the price agreement were submitted to you with our letter of June 23, 1939.

We have not shown the segregation between 1938 and 1939 Federal Aid Funds on the estimate for the reason that it has been previously proposed to absorb all unobligated 1938 funds on this project and we are not sure that our computation of this unobligated balance, $39,407.29, is correct. According to our figures, the 1938 funds set up in the project will be $51,448.29 and the 1939 funds $50,671.71.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 181-C(2)

ELSIE-NEHALEM RIVER SECTION
OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 24, 1939

Surfacing and Oiling (Sta. 599+00 to 661+65)

1,000	cu. yds.	Removing Slides	$ 0.30	$ 300.00
8,300	cu. yds.	4½" - 2" Rock in Base	1.00	8,300.00
4,330	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	4,330.00
130	M-gal.	Sprinkling	1.25	162.50
1.19	miles	Preparation of Base	100.00	119.00
140	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	196.00
28	tons	Cutback Asphalt (RC-3) in Binder Course	18.50	518.00
				$ 13,925.50

Grading (Sta. 660+15 to 661+65)

7,800	cu. yds.	Excavation, Single Classif.	$ 0.40	$ 3,120.00
40	lin. ft.	18" Corr. Iron Pipe	2.50	100.00
400	cu. yds.	2" - 0" Material in Surfacing	2.00	800.00
				$ 4,020.00
			Subtotal	$ 17,945
			10% Engr. & Cont.	1,794
			Total	$ 19,739

Bridge (Sta. 661+65 to 667+92)

* 2,900	cu. yds.	Structural Excavation	$ 4.00	$ 11,600.00
100	cu. yds.	Structural Excavation Below Plans	4.00	400.00
* 3,480	cu. yds.	Class "D" Concrete	27.00	93,960.00
*484,000	lbs.	Metal Reinforcement	0.045	21,780.00
1,300	lin. ft.	Concrete Handrail	5.00	6,500.00
			Subtotal	$134,240
			10% Engr. & Cont.	13,424
			Total	$147,664

* Quantities increased to conform with Price Agreement No. 2.

Length of Roadway	1.189 miles
Length of Bridge	.119 mile
Total Length	1.308 miles
Cost per mile, Roadway	$ 16,599

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 19,739	$ 12,041	$ 7,698
Bridge	147,664	90,079	57,585
	$ 167,403	$ 102,120	$ 65,283

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 181-G

Stencil No. 124
Oregon FAP 181-G (2)
Necanicum-North Fork Sec.
Wolf Creek Highway

May 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr- 38797

Form P. R. 2

State Oregon

Federal Aid Project No. 181-G(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932 a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section G(2) of said project which were recommended for approval by the United States District Engineer on the 12th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-four thousand, one hundred ten and 00/100 dollars ($84,110.00) as the share of the United States payable under said act on account of Section G(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 599+00 in the SE 1/4, Section 32, T. 5 N., R. 7 W., W. M., the easterly end of Section D(2) of said project, and survey station 667+92.0 in the NE 1/4, Section 4, T. 4 N., R. 7 W., W. M.

, length 1.308 miles, in Clatsop County, being Section G(2) of Oregon Federal Aid project No. 181, consisting of 1.189 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.119 of a mile in length.

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CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G(2) of said project shall not in any event exceed the sum of **eighty-four thousand, one hundred ten and 00/100** dollars ($**84,110.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **one hundred thirty-seven thousand, eight hundred seventy-nine and 00/100** dollars ($**137,879.00**), the approved total estimated cost of Section G(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, laws 1927.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of MAY 16 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Herman M. Oberg

Member, State Highway Commission
(Title of officer)

By ------------------------------

(Title of officer)

By ------------------------------

(Title of officer)

SECRETARY OF AGRICULTURE,

By ------------------------------
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5818

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-C(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 137,879.00 as the total estimated cost of said project, and the sum of $ 84,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 16 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAY 2 1 1939

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. C-3
aP 181

Stencil No. 124
Oregon FAP 181-C(3),
North Fork-Humbug Mt. Sec.,
Wolf Creek Highway

May 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. C. Caufield
Highway Engineer

Encls.

mn

A4pe-38774

Form P. R. 2

State Oregon

Federal Aid Project No. 181-C (3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (3) of said project which were recommended for approval by the United States District Engineer on the 11th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, three hundred ninety and 00/100 dollars ($8,390.00) as the share of the United States payable under said act on account of Section C (3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws of 1917; Chap. 31, laws of 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 196+50 in the S.E. 1/4, Sec. 17, T. 5 N., R. 8 W., W.M., the easterly end of Section A(4) of said project, and survey station 266+50 in the south half of Sec. 21, T. 5 N., R. 8 W., W.M., the westerly end of Section B(4) of said project,

, length 1.325 miles, in Clatsop County, being Section C (3) of Oregon Federal Aid project No. 181, consisting of 1.325 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **C(3)** of said project shall not in any event exceed the sum of **eight thousand, three hundred ninety and 00/100** dollars ($**8,390.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **thirteen thousand, seven hundred forty and 00/100** [illegible] dollars ($**13,740.00**), the approved total estimated cost of Section **C(3)** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **The State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, laws of 1927**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ________ day of MAY 11 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By ________________

Member, State Highway Commission
(Title of officer)

By ________________

Member, State Highway Commission
(Title of officer)

By ________________

____
(Title of officer)

By ________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-C, (3) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 13,740.00 as the total estimated cost of said project, and the sum of $ 8,390.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 11 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
FOR [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 24 1939
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. 181-D-V

Oregon FAP 181-D(2)
Ranger Station-Elsie Sec.
Wolf Creek Highway

May 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr. 38775

Form P. R. 2

State Oregon

Federal Aid Project No. 181-D(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of April, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(2) of said project which were recommended for approval by the United States District Engineer on the 11th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, three hundred sixty and 00/100 dollars ($15,360.00) as the share of the United States payable under said act on account of Section D(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 470+00 in the SE 1/4, Section 25, T. 5 N., R. 8 W., W. M., the easterly end of Section B(4) of said project, and survey station 599+00 in the SE 1/4, Section 32, T. 5 N., R. 7 W., W. M., the westerly end of Section C(2) of said project

, length 2.442 miles, in Clatsop County, being Section D(2) of Oregon Federal Aid project No. 181, consisting of 2.442 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

RECEIVED
MAY 22 19
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of fifteen thousand, three hundred sixty and 00/100 dollars ($15,360.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, one hundred sixty-eight and 00/100 dollars ($25,168.00), the approved total estimated cost of Section D(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
DISTRICT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 11 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5418

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 181-D(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 25,168.00 as the total estimated cost of said project, and the sum of $ 15,360.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 11 1939

one thousand nine hundred and ....

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
APR 28 1939
FOR FILING

FA 181-G-2
#2155

April 28, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Necanicum-North Fork Section, Project No. FA 181-G (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 181-G (2),
Elsie-Nehalem River Sec.,
Wolf Creek Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
APR 28 1939
FOR FILING

FA 181-D-2
#31[illegible]

April 28, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Ranger Station-Elsie Section, Project No. FA 181-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 181-D (2),
Ranger Station-Elsie Section,
Wolf Creek Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 181-C (3)
North Fork-Humbug Mountain,
Wolf Creek Highway.

POST OFFICE BUILDING
PORTLAND, OREGON

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FA 181-C-3

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Fork-Humbug Mountain Section, Project No. FA 181-C (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 181-C(3)

NORTH FORK-HUMBUG MOUNTAIN SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

Bituminous Macadam Surfacing

3,200	cu. yds.	4½" - 2" Rock in Base	$ 1.00	$ 3,200.00
1,850	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	1,850.00
50	M-gal.	Sprinkling	1.25	62.50
1.33	miles	Preparation of Base	100.00	133.00
150	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	210.00
1,810	cu. yds.	Mineral Aggregate in Place	1.95	3,529.50
16	tons	Emulsified or Cutback Asphalt in Seal Coat	18.50	296.00
118	tons	Asphalt in Place	22.50	2,655.00
30	tons	Cutback Asphalt (RC-3) in Binder Course	18.50	555.00
			Subtotal	$ 12,491
			10% Engr. & Cont.	1,249
			Total	$ 13,740

Length 1.325 miles

Cost per mile $ 10,369

Federal Aid Funds Requested- $ 8,390
State Funds- 5,350

$ 13,740

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
MAY 16 1939
FOR FILING

FA 181-D

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ranger Station-Elsie Section, Project No. FA 181-D (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department   Federal Aid Project No. 181-D(2)

RANGER STATION-ELSIE SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1939

5,900	cu. yds.	4½" - 2" Rock in Base	$ 1.00	$ 5,900.00
3,340	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.00	3,340.00
90	M-gal.	Sprinkling	1.25	112.50
2.44	miles	Preparation of Base	100.00	244.00
270	cu. yds.	3/4" - 0" Rock in Binder Course	1.40	378.00
3,310	cu. yds.	Mineral Aggregate in Place	1.95	6,454.50
30	tons	Emulsified or Cutback Asphalt in Seal Coat	18.50	555.00
216	tons	Asphalt in Place	22.50	4,860.00
56	tons	Cutback Asphalt (RC-3) in Binder Course	18.50	1,036.00
			Subtotal	$ 22,880
			10% Engr. & Cont.	2,288
			Total	$ 25,168

Length	2.442 miles
Cost per mile	$ 10,715

Federal Aid Funds Requested- -	$ 15,360
State Funds- -	9,808
	$ 25,168

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JAN 12
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No. [illegible] 181-C-[illegible]

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 181-C (3), the North Fork-Humbug Mountain section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the revision of the 1938 program by inclusion of this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 1 1939
FOR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. 7012 181-D-2

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 181-D (2), the Ranger Station-Elsie section of the Wolf Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

The station of the end of the project has been changed on the title sheet to 599+00 to agree with previously established project limits. It is suggested that the necessary correction be made on your documents.

Concurrence in award of contract will be withheld pending approval of the revision of the 1938 program by inclusion of this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 16 1939
FOR FILING

FA 181-C-3

January 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the North Fork-Humbug Mountain Section, Project No. FA 181-C (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid
Project No. 181-C (3)

NORTH FORK-HUMBUG MOUNTAIN SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1939

Bituminous Macadam Surfacing

3,200	cu. yds.	4½" - 2" Rock in Base	$ 1.25	$ 4,000.00
1,850	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	2,497.50
50	M-Gals.	Sprinkling	1.50	75.00
1.33	miles	Preparation of Base	100.00	133.00
150	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	375.00
1,810	cu. yds.	Mineral Aggregate in Place	2.50	4,525.00
16	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	368.00
118	tons	Asphalt in Place	22.50	2,655.00
30	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	690.00
37	tons	Tar in Binder Course	19.00	(Alternate)
		Sub-total		$15,318
		10% Engr. & Cont.		1,531
		Total		$16,849

Length 1.325 miles
Cost per mile $12,716

Federal Aid Funds Requested- -	$10,280
State Funds- -	6,569
	$16,849

RECEIVED
MAY 1[illegible] 1939
FOR FILING

FA 181-D-2

January 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Ranger Station-Elsie Section, Project No. FA 181-D (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured on this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department   Federal Aid Project No. 181-D (2)

RANGER STATION-ELSIE SECTION

OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 5, 1939

5,900	cu. yds.	4½" - 2" Rock in Base	$ 1.25	$ 7,375.00
3,340	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	4,509.00
90	M-gal.	Sprinkling	1.50	135.00
2.44	miles	Preparation of Base	100.00	244.00
270	cu. yds.	3/4" - 0" Rock in Binder Course	2.50	675.00
3,310	cu. yds.	Mineral Aggregate in Place	2.50	8,275.00
30	tons	Emulsified or Cutback Asphalt in Seal Coat	23.00	690.00
216	tons	Asphalt in Place	22.50	4,860.00
56	tons	Cutback Asphalt (RC-3) in Binder Course	23.00	1,288.00
69	tons	Tar in Binder Course	19.00	(Alternate)
			Subtotal	$ 28,051
			10% Engr. & Cont.	2,805
			Total	$ 30,856

Length	2.442 miles
Cost per mile	$ 12,635

Federal Aid Funds Requested- -	$ 18,830
State Funds- -	12,026
	$ 30,856

CONTRACT# [redacted] 2156

14-1202 Polallie Creek-Hood River 1938
Sec., Mt. Hood Hwy.

2156

R.H. Baldock

September 15th, 1939

NOTED
State Highway Engineer

14-1202

COST ANALYSIS-FINAL REPORT
Polallie Creek-Hood River Rock Production
Mt. Hood Highway

A. S. Wallace, Contractor
Prefix 14-1202

J. E. Peck, Resident Engineer
Contract #2156

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Cr. Rock in Stockpile	$4,860.18	3,067.5 cu. yd.	1.584	1.90	$5,828.25
1/2"-1/4" " " " "	3,252.43	2,052.8 " "	1.584	1.80	3,695.04
1/4"-1/8" " " " "	1,643.82	1,037.5 " "	1.584	1.79	1,857.13
Screen Rejects 1"-0"	44.70	178.8 " "	0.25	0.25	44.70
" " 1/2"-1/4"	6.40	25.6 " "	0.25	0.25	6.40
" " 1/4"-1/8"	64.13	256.5 " "	0.25	0.25	64.13
Haul Rejects	69.60	696 yd. mi.	0.10	0.10	69.60
" Adjustment	9.60	96.1 " "	0.10	0.10	9.60
Force Account	49.22	Level S.P. Site			49.22
	$10,000.08				$11,624.07

Gross Revenue	$11,624.07
Total Cost	10,000.08
Net Profit	$1,623.99

Net Profit Equals 14.0% of the Gross Revenue

Polallie Creek Rock Production

Detail of Cost

Labor:		
Supervision	$375.00	
Labor	3,249.50	
State Industrial Accident Insurance	154.06	
Unemployment & Social Security	130.56	
Public Liability	28.49	
		$3,937.61
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$2,530.00	
Gas, Oil & Grease	1,473.80	
Miscellaneous Supplies	893.00	
Explosives	860.43	
Lumber	189.00	
Bond	116.24	
		6,062.47
Total Cost		$10,000.08

Detail Cost of Crushing

	Cost	Quantity	Unit Cost
Overhead	$611.24	6,618.7 cu. yds.	$0.092
Move In & Set Up	1,663.52	" " "	0.251
Drill & Shoot	1,754.10	" " "	0.265
Drag to Plant	840.40	" " "	0.127
Crush	2,492.04	" " "	0.377
Haul to Stockpile	2,052.52	" " "	0.310
Handle in Stockpile	523.04	" " "	0.079
	$9,936.86		$1.501

Quantities Crushed

3/4" - 1/2" Crushed Rock	3,067.5 cu. yds.
1/2" - 1/4" " "	2,052.8 " "
1/4" - 1/8" " "	1,037.5 " "
Rejects	460.9 " "
Total	6,618.7 cu. yds.

Polallie Creek Rock Production
Mt. Hood Highway

A. G. Wallace, Contractor J. E. Peck, Resident Engineer

REMARKS:

This contract was bid and awarded January 26, 1939. Clearing of stockpile sites was done in December and January, but due to snow the contractor did not start setting up his plant until March 10th. Crushing was started April 3rd, and the contract was completed May 5th.

A 120 h.p. hoist with a 2½ cu. yd. bucket was used to drag the material to the feeder. It then passed through the primary crusher to a 24" belt where it was conveyed to a screen where the dirt was scalped out. The rock then passed through the secondary crushers and was elevated to a screen on top of the bunkers. Oversize was returned to the roll crusher. Power was supplied with a 120 h.p. diesel and the crushers were a 15 x 36 jaw, 9 x 36 jaw and a 20 x 40 rolls. All hauling was done with 6 - 1½ ton trucks.

The contractor has good equipment and organization, and in 190 hours operating time produced 6,618 cu. yds. for an average of 34.8 cu. yds. per hour. This production is above the average for contracts of this size, and as a consequence the job shows an excellent profit.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
JUN 26 1939
FOR FILING

14-1202

#2156

June 26, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2156, for the construction of the Bolallie Creek-Hood River Section of the Mt. Hood Highway in Hood River County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 6, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,586.17, including the final payment. Of this amount $49.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2156
AB

RECEIVED
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON

MORRISON K. SPROTT
Manager

TELEPHONE: ATWATER 8483

11-1770 ✓

June 2, 1939

Oregon State Highway Commission
Salem, Oregon

Re: 58810-12-224-39 - A. S. Wallace

Gentlemen:

The above captioned bond covers contract for furnishing 6,000 cu. yds. crushed rock in stockpiles on the Polallie Creek Hood River Section of the Mt. Hood Highway in Hood River County.

We attach hereto our form inquiry blank, which we ask that you kindly complete and return to us at your earliest convenience so that we may ascertain the present status of this contract.

We are enclosing a stamped, self-addressed envelope for your convenience in returning the above mentioned form.

Yours very truly,

Raymond C. Weiss
Surety Superintendent

HK
Encl.

Apr. 11 -
E. $3460.50
346.05
R.
P - 3114.45

P—104

Form 330—8M—7-36

O ON STATE HIGHWAY COMMISSI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 13, 1939

Section Polalllie Creek-Hood River
Kind of work Rock Production
Highway Mt Hood Loop
Section prefix 14-1202
Contractor A.S.Wallace
Contract number 2156
Date of contract Jan 26, 1939
Date of completion June 15, 1939
Date work started Feb 7, 1939
~~Estimated~~ date of completion May 5, 1939
Amount of contract $ 11090.00
Per cent of time elapsed 75 %
Estimated cost of completed project, exclusive of engineering $ 11090.00
Per cent of contract completed, based on total contract price 100 % %
Engineering cost to date, $ 635.67, 5.1 %
Date project was completed May 5th, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this Project was finished on Fridat May the 5th and Semi-Final Estimate was finshed and shipped on Saturday May 13th, this will be the final report on this Project.

NOTED
RAY WEBBER

NOTED
H. W. LIEBSY

NOTED
VAN SCOY

Signed
Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			24		
Miles partially completed			24		
Miles completed			24		
Total estimated quantities			6000		
Estimated quantities moved or placed to date			6000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair	Fair	
Monday	••	••	
Tuesday	Partly Cloudy		
Wednesday	••		
Thursday	Fair		
Friday	••		
Saturday	••		

RECEIVED
MAR 20 1939
FOR FILING

14-1202

March 18, 1939

United States Fidelity & Guaranty Co.
M. K. Sprott, Local Agent
1112 Bedell Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2156 which was awarded to A. S. Wallace on January 26, 1939, for furnishing crushed rock in stock piles on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County.

This copy is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
MAR 20 1939
FOR FILING

14-1202

March 18, 1939

United States Fidelity & Guaranty Co.
M. K. Sprott, Local Agent
1112 Bedell Building
Portland, Oregon

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This copy is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
MAR 20 1939
FOR FILING

14-1207

March 18, 1939

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2156 which was awarded to you on January 26, 1939, for furnishing crushed rock in stock piles on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County. This copy is for your records and files.

Very truly yours,

Secretary

JMcF:AM

FORM 5-64 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 10 1939
OREGON
STATE HIGHWAY COMMISSION

March 9th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Resident Engineer Peck advises that insufficient work has been performed by A. S. Wallace on his Contract #2156, POLALLIE CREEK-HOOD RIVER section, to warrant an estimate.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
1939
[illegible]

February 8th, 1939

Mr. A. B. Wallace
Contractor
Roseburg, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

You are hereby ordered to suspend operations due to weather conditions on the Polallie Creek-Hood River Section of the Mt. Hood Loop Highway, Contract No. 2156, P.W.A. Docket No. 1375-F (C).

You will be expected to resume operations as soon as weather permits.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
W. R. Chandler
Bureau of Public Roads

FORM S-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 4 1939
FOR FILING

February 2nd
1939

Mr. J. E. Peck
Resident Engineer
State Highway Department
The Dalles, Oregon

Dear Sir:

Under separate cover we are this date forwarding contract specifications for the Polallie Creek-Hood River Section Rock Production project, Prefix 14-120E, A. S. Wallace's Contract #2156, P.W.A. Oregon Docket #1375-F, Unit "C".

Please note that work is to commence within ten days of the contractor's notice of award. On this basis it will be necessary for the contractor to start work on or before Tuesday, February 7th. Please see that this matter is taken care of accordingly.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-H. G. Smith
S. M. Probert
W. A. Reeves

RECEIVED
FEB 2 1939
FOR FILING

4-1[illegible]

February 1, 1939

MR. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2156 which was awarded to you on January 26, 1939, by the State Highway Commission, for furnishing crushed rock in stock piles on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of this contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions, relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on on Page 13 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital acssociations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Bridge Department

FORM B-S-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. I. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

14-1202

January 28, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Polallie Creek-Hood River Section
Docket Number Oregon 1375-F, Unit C

We are enclosing four certified copies of a resolution of the Commission which awards the contract for the construction of the above-named project to A. S. Wallace, qualified low bidder.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4
cc: H. B. Glaisyer

M

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Polallie Creek-Hood River Section of the Mt. Hood Loop Highway in Hood River County, Docket Number Oregon 1375-F, Unit C," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, January 26, 1939, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held January 26, 1939, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of December 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this twenty-seventh day of January, 1939.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

(26)

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE POLALLIE CREEK-HOOD RIVER SECTION OF THE MT. HOOD LOOP HIGHWAY IN HOOD RIVER COUNTY, DOCKET NUMBER OREGON 1375-F, UNIT C.

WHEREAS, bids received for the construction of the Polallie Creek-Hood River Section of the Mt. Hood Loop Highway in Hood River County have been duly opened and read, in accordance with published notice, and compared, /2\

AND WHEREAS, the bid submitted by A. S. Wallace, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Polallie Creek-Hood River Section of the Mt. Hood Loop Highway in Hood River County be and the same is hereby awarded to A. S. Wallace, contractor, in the amount of Eleven Thousand Ninety Dollars ($11,090.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

RECEIVED
JAN 28 1939
FOR FILING
14-1[illegible]

January 27, 1939

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

The State Highway Commission on January 26, 1939, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County. This award was based on your low bid of $11,090 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

RECEIVED
JAN 28 1939
FOR FILING

14-[illegible]

January 27, 1939

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

The State Highway Commission on January 26, 1939, awarded you the contract for furnishing 6,000 cu. yds. crushed rock in stock piles on the Polallie Creek-Hood River Section of the Mt. Hood Highway, in Hood River County. This award was based on your low bid of $11,090 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. W. H. Lynch (4)
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Form 9-8-7 2500-4-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 25 1939
FOR FILING

Const
Project
Rock Production

January 23rd
1939

NOTED
Ass't State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith for comparison of bids, the following estimate on Mt. Hood Highway, POLALLIE CREEK-HOOD RIVER Section Rock Production project in Hood River County:

Item No.	Item			Unit Price	Amount
1.	3/4" - ½" Crushed Rock in Stockpile	3,000 cu. yds.	@	1.75	$ 5,250.00
2.	1/2" - ¼" Crushed Rock in Stockpile	2,000 cu. yds.	@	1.75	3,500.00
3.	1/4" - 1/8" Crushed Rock in Stockpile	1,000 cu. yds.	@	1.75	1,750.00
4.	Leveling Stockpile Sites (Estimated Extra Work)				500.00
	Total Amount of Estimate				$ 11,000.00

Very truly yours,

Wm.E .CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. C. B. McCullough ✓

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 16 1939
FOR FILING

Contract [illegible]

January 14th, 1939

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

It will be impossible to defer the Polallie Creek-Hood River Project as the Act of Congress provided that the work be started by January 1st, and we are merely holding it open by doing state force work, which is in itself somewhat questionable.

We, therefore, want to let the contract at the earliest possible moment and get the work started as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 14 1939
FOR FILING

January 12th
1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Would it be possible to put off the Polallie Creek-Hood River project on the Mt. Hood Highway which was rejected at the last meeting?

If the hauling is done before April on this road there will be considerable breakup as this road is very delicate and will not stand much hauling. We had some breakup on the Sherman Highway and by doing winter hauling we will also have some breakup on these other winter P.W.A. maintenance projects.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 2-5-1 6M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 30, 1938

Const
Projects
Rock [illegible]

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

NOTED
Asst. State Highway Engi

Dear Sir:

Arrangements have been made whereby the Polallie Creek Section Rock Production Project will be started by force account December 31 by clearing a stockpile site at Mile Post 87.68.

I have a telegram from the Bureau of Public Roads stating that force account construction is authorized not to exceed ten per cent of the estimated cost of the project. Apparently this clears this docket for advertising on January 26.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP CM
cc H. G. Smith
S. H. Probert

FORM 9-0-1 2300 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
DEC 29
FOR FILING

DEC 29

IN REPLY PLEASE REFER TO FILE NO.

Const
Project
Rock Production

December 24th
1938

Mr. J. E. Peck
Resident Engineer
State Highway Department
The Dalles, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith a copy of a letter from Mr. H. G. Smith regarding the Polallie Creek-Hood River Section of the Mt. Hood Highway in Hood River County.

Please follow these instructions very carefully and be sure that the Bureau is notified on the 31st of December that work has started.

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. H. G. Smith ✓

FORM B-E-1 1500 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 21, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

REFERRED TO
Probert
By Asst. State Highway Engineer

Gentlemen:

Re: Polallie Creek-Hood River Section
of the Mount Hood Loop Highway
P.W.A. Docket No. Oregon 1375-F, Unit "C"

Bids on the above project were opened by the State Highway Commission on December 19. The lowest bid received considerably exceeded the estimate prepared by this department, and all bids on the project were, therefore, rejected.

Under the terms of the offer of grant on this project work must be started on or before December 31, 1938. In order to comply with this we propose to do the clearing and grubbing of some of the stock pile sites on the north end of the project by force account. The men employed in this clearing will be secured from employment service lists and the terms of their employment will in all respects conform to the conditions set forth in the proposal for this project.

We will readvertise the project with the clearing and grubbing of stock pile sites, which are to be done by force account, eliminated from the proposal; and we will receive bids for the remainder of the project at the meeting of the Highway Commission on January 26, 1939.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM
cc C. B. McCullough
H. G. Smith
W. E. Chandler
S. H. Probert

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO

NOTED

December 21st, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Bids on the Polallie Creek-Hood River Section of the Mt. Hood Highway in Hood River County were rejected on account of being in excess of the engineer's estimate by more than ten percent. Since there is no possibility of readvertising this before the 26th of January and since the time limit for the expiration of the P.W.A. funds is January 1st, 1939, it will be necessary for us to start work on December 31st, 1938 by state forces and continue by state forces until the contract can be let and the contractor assembles his forces on the job. Please arrange, therefore, to organize a crew of a few men for the purpose of clearing the stockpile sites at M.P. 85,73, 87.68, 90.45 and 93.36.

Please assign this to Engineer Peck for supervision and authorize him to secure the proper personnel through the U. S. Employment Service. Furnish him with hand labor tools, such as picks, shovels and wheelbarrows. It is my idea that it will take about six weeks before the contractor can possibly get on this job; therefore, there will not be more than $750.00 available, and the crew should only be large enough to keep within that budgeted amount. They should provide their own transportation to and from work.

Please be sure that the Bureau is notified on the 31st of December that the work has started.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 3-9-1 2500 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

December 14th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the POLALLIE CREEK-HOOD RIVER section of the Mt. Hood Highway:

Item No.	Item		Unit Price	Amount
1.	3/4" - ½" Crushed Rock in Stockpile	3,000 cu. yds. @	1.50	4,500.00
2.	1/2" - 1/4" Crushed Rock in Stockpile	2,000 cu. yds. @	1.50	3,000.00
3.	1/4" - 1/8" Crushed Rock in Stockpile	1,000 cu. yds. @	1.50	1,500.00
4.	Clearing & Grubbing Stockpile Sites		All Specified	875.00
5.	Leveling of Stockpile Sites		All Specified	455.00
	Total Amount of Estimate			$10,330.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
H. M. Smith

HMS:f
cc-R. H. Baldock ✓

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 14, 1938

Correct
Projection
Production

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

Reference to the Mt. Hood Highway Rock Production job, Hood River County, advertised for December 22nd letting.

The attached print of the J. D. Smullin quarry site is being leased by Hood River County on a royalty basis of 5 cents per cubic yard. The authorization for negotiations for this quarry indicates that negotiations were to be completed through Hood River County Court with no expenses involved for the Highway Department.

There seems to be some mistake in this matter. Would suggest that you submit a new authorization form and specify whether we are to purchase the quarry site or if it is necessary to repay the 5 cents royalty. A discussion of this deal with Mr. Smullin discloses that he believes $500 to be a fair price for the northern half of this quarry.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

March 19th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Regarding the price agreement recently submitted for 1,000 yards of maintenance material on the Mt. Hood Loop to be delivered from Contractor Fisher's present setup at County quarry near Dee at Mile Post 12.8.

I wish to advise that in view of your explanation of March 15th that this price agreement be cancelled.

The condition of the road on the Mt. Hood Loop this year is considerably better than it was at this time last year and we can probably get along with less patching material than anticipated when this order was originally sent you.

My thought in submitting this price agreement was that Mr. Fisher offered us a very attractive haul price and that we could possibly hold off the rock production project on the Mt. Hood itself for two years. These reasons would make it a good proposition. However, it now appears that it will be necessary for another setup in the county quarry for the additional work on the Mt. Hood Secondary road this year. At this time, we can replenish the piles at Mile Post 6.9 and 12.8 on the Mt. Hood Secondary.

Very truly yours,

W. E. Chandler
WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock
Mr. J. N. Bishop

FORM 8-G-1 10M 11-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JAN 21 1938
STATE HIGHWAY COMMISSION

Correct [illegible]

605 Weatherly Bldg.
January 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Herewith Special Use Permit from A. O. Waha, Forest Supervisor of Mt. Hood National Forest, and attached map covering quarries and stockpiles necessary for the Mt. Hood Rock Production Project. You will also find herewith letter from Saxton, Looney & Risley to the effect that the terms of this Special Use Permit are satisfactory to them and they expect no additional compensation on account of the limitations set forth therein.

This information is in response to your phone call and I assume the contract will now be awarded. The Special Use Permit and map are for the Salem files.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
cc R. H. Baldock
H. G. Smith
Encl.

NOTED

FORM 2-6-1 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

Co[illegible]
Pi[illegible]
Rock [illegible]

January 15 1938

Mr R H Baldock
State Highway Engineer
Salem Oregon

Attention H G Smith ✓

Dear Sir;

Mr Waha told me today he would write Special Use Permits for the two quarries and the stock pile sites required for the Mt Hood Rock Production Project and that it would be alright to award contract now if we wished as it would take a few days to get permit out.

He asked we take rock from certain parts of the quarries only and these parts are satisfactory to me and to the low bidder. In fact they are the parts Risley planned to take rock from anyway. It will be necessary to move back one stock pile and change location of another but this is satisfactory as contract provides pay haul and no extra clearing is involved. Risley does not expect to start erection of plant till March or April.

E A Collier
Division Engineer

cc Mr Baldock

CONTRACT # 2157

FLH 3-F-1 Tudor Ranch-Blue Mtn. Pass, 1939
I.C.N. Hwy.

2157

RECEIVED
APR 13 1940
FOR FILING

April 12, 1940

Mr. C. Lloyd Walch
Deputy Collector
Internal Revenue Service
La Grande, Oregon

Dear Sir:

Reply is made to your letter of April 9 in regard to state highway contract No. 2157, awarded to M. L. O'Neil & Son for the construction of the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Secondary Highway, in Malheur County.

The bond furnished by M. L. O'Neil & Son in connection with this job was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency are local agents with offices in the Failing Building, Portland.

The records show that this job was completed on January 10, and was accepted by formal action of the State Highway Commission on January 25, 1940.

The records also show that all moneys due M. L. O'Neil & Son in connection therewith have been paid with the exception of the final payment in the amount of $2,692.78 which will be paid within the next ten days.

I inclose for your further information an excerpt from the laws of Oregon with respect to claims against contractors. You will note that, in order to hold the bonding company responsible and liable for a claim, notice of the claim should be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the job and acceptance of the same by the State Highway Commission.

Very truly yours,

Secretary

HBG:AM

April 12, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a letter received from C. Lloyd Walch, Deputy Collector, Internal Revenue Service, regarding a claim against M. L. O'Neil and Son for Social Security tax. This is in connection with M. L. O'Neil & Son's contract with the State Highway Commission, being No. 2157, for construction of the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Secondary Highway, in Malheur County.

This is being sent to you inasmuch as you appear surety on the bond furnished by M. L. O'Neil & Son in connection with this contract.

Very truly yours,

HBG:AN

Secretary

cc - M. L. O'Neil & Son
Route 1
Eugene, Oregon

H. B. G.

~~[illegible]~~ O'Neil & Con - Cont. #2157 - Tudor Ranch-Blue Mountain Pass Section of I. O. N. Secondary Hwy. in Malheur Co., 22.06 miles grading. Surety was: Great American Indemnity Co., Harvey Wells-Reed Insurance Agency Failing Bldg., Portland. Contract was completed Jan, 10, 1940, and was accepted Jan, 25, 1940.

J. McFarland.

Final $2,692,78
Will be paid in about ten days

ARTMENT
SERVICE
.
regon.
0.

Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:

In re: Contract #2157,
Tudor Ranch Blue Mt. Pass,
N. L. O'Neil and Son.

C. E. Silbaugh Company, of Pendelton, Oregon, had a sub-contract from N. L. O'Neil and Son on part of the road work and he has failed to pay the Social Security tax which is due as an employer and the money which was with held from the employees.

Would you please advise who furnished the bonds for this work and if there is any money due the contractors from the Highway Commission. We are very anxious to get this matter taken care of and will appreciate any information which you are able to give relative to it.

There is enclosed a franked envelope for your use in replying, which will not require postage.

Yours respectfully,

O. Lloyd Walch
Deputy Collector.

ANSWERED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

What is the status of this job?
OPBS.

TREASURY DEPARTMENT
INTERNAL REVENUE SERVICE
~~PORTLAND, ORE.~~
La Grande, Oregon.

OFFICE OF THE COLLECTOR
DISTRICT OF OREGON

IN REPLYING REFER TO

April 9, 1940.

Mr. H. B. Glaisyer,
Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:

In re: Contract #2157,
Tudor Ranch Blue Mt. Pass,
N. L. O'Neil and Son.

C. E. Silbaugh Company, of Pendelton, Oregon, had a sub-contract from N. L. O'Neil and Son on part of the road work and he has failed to pay the Social Security tax which is due as an employer and the money which was with held from the employees.

Would you please advise who furnished the bonds for this work and if there is any money due the contractors from the Highway Commission. We are very anxious to get this matter taken care of and will appreciate any information which you are able to give relative to it.

There is enclosed a franked envelope for your use in replying, which will not require postage.

Yours respectfully,

C. Lloyd Walch
Deputy Collector.

ANSWERED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

what is the status of this job?
OTDS.

RECEIVED
APR 10 1940

April 6, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2157, for the construction of the Tudor Ranch-Blue Mountain Pass Section of the I. O. N. Highway in Malheur County, has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 16, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter .

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $91,405.81, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
APR 10 1940

April 6, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2157, for the construction of the Tudor Ranch-Blue Mountain Pass Section of the I. O. N. Highway in Malheur County, has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after April 16, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter .

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $91,403.81, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

M[illegible] 21st, 1940

[illegible]-F-1

COST ANALYSIS - FINAL REPORT

I.O.N. Highway, Tudor Ranch-Blue Mt. Pass Section
Contract 2157 Prefix 123-1020
M. L. O'Neil & Son, Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,839.00	100%			$3,900.00
Trench Excavation	570.15	633.5 cu. yd.	0.90	1.00	633.50
Common "	21,319.07	139,996.2 " "	0.152	0.17	23,799.35
Solid Rock "	34,923.00	55,340.2 " "	0.63	0.65	35,971.13
Overhaul	2,246.08	224,608 yd. sta.	0.01	0.01	2,246.08
Truck Haul	2,110.71	21,107.1 yd. mi.	0.10	0.10	2,110.71
Finishing Roadbed & Slopes	6,618.00	22.06 Miles	300.00	125.00	2,757.50
18" Corr. Iron Pipe	2,155.56	1,518 lin. ft.	1.42	1.50	2,277.00
24" " " "	780.44	358 " "	2.18	2.30	823.40
36" " " "	1,333.08	322 " "	4.14	4.25	1,368.50
48" " " "	820.80	144 " "	5.70	5.80	835.20
*Class "D" Concrete	2,685.24	74.59 cu. yd.	36.10	35.00	2,610.65
*Metal Reinforcement	706.18	11,034 lb.	0.064	0.0625	689.63
*Selected Roadbed Topping	5,814.00	27,770 cu. yd.	0.21	0.22	6,109.40
*Hauling " "	4,484.19	47,202 yd. mi.	0.095	0.11	5,192.22
PA #1 Dry Rubble Masonry	130.40	26.08 cu. yd.		5.00	130.40
	$88,535.90				$91,454.67

* Sublet to C. E. Silbaugh

Gross Revenue	$91,454.67
Total Cost	88,535.90
Net Profit	$2,918.77

Net Profit Equals 3.2% of Gross Revenue

Tudor Ranch-Blue Mt. Pass Section

Details of Cost

Labor:

Supervision (M. L. O'Neil, 7 mos. at $200.00)	$1,400.00	
Labor	21,778.56	
State Industrial Accident Insurance	907.14	
Social Security & Unemployment Insurance	680.36	
		$24,766.06

Materials:

18"	Corr.	Iron	Pipe		1,518	lin. ft.	at	1.12	$1,700.16	
18"	"	"	"	Bands	35	each	"	1.73	60.55	
24"	"	"	"		358	lin. ft.	"	1.78	637.24	
24"	"	"	"	"	8	each	"	2.15	17.20	
36"	"	"	"		322	lin. ft.	"	3.54	1,139.88	
36"	"	"	"	"	8	each	"	3.47	27.76	
48"	"	"	"		144	lin. ft.	"	4.79	689.76	
48"	"	"	"	"	3	each	"	4.57	13.71	
										4,286.26

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental and Repairs	$26,625.00	
Gas, Oil and Grease	8,228.10	
Small Tools, Supplies and Misc.	2,856.25	
Powder	6,399.92	
Camp Erection and Expense	835.00	
Move In Expense	520.00	
Overhead Expense	280.00	
Bond	914.55	
		46,658.82

Sub-Contract - C. E. Silbaugh:

Class "D" Concrete	74.59	cu. yd.	at	$35.00	$2,610.65	
Metal Reinforcement	11,034	lb.	"	0.0625	689.63	
Selected Roadbed Topping	27,770	cu. yd.	"	0.19	5,276.30	
Hauling " "	47,202	yd. mi.	"	0.09	4,248.18	
						12,824.76
						$88,535.90

Tudor Ranch-Blue Mountain Pass Section

REMARKS:

This contract consisted of the grading and topping of 22.06 miles of roadway. It was bid and awarded on January 26th, 1939; work was started February 16th and finished January 10th, 1940.

For excavating both the common and solid material, the contractor moved in 4 RD-8 cats, 4 LeTourneau carryalls (1-20 cu. yd. and 3-12 cu. yd.), 1 ripper, 1 dozer, 1 No. 12 cat motor patrol and 1 - 12' pull blade. The common was of light character and was moved with ease. The solid was drilled with close spacing of holes, and a great percentage of the material broke small enough for the scrapers to pick it up. Due to the wear and tear on the cats and scrapers from handling the solid, the repairs were quite high. The cost of drilling and shooting amounted to about $0.31 per cu. yd. of solid excavation. The excavation occurred in cuts of shallow to moderate depths and averaged about 8,840 cu. yds. to the mile. The solid overran the bid quantity about 70%.

The cost of finishing was quite high and was due mainly to difficulty encountered in shallow rock cuts and rock fills.

The concrete and topping items were sublet to C. E. Silbaugh, but the contractor assumed the cost of stripping gravel pits.

A camp was erected near the north end of the project. Being the successful bidder on the adjoining job, the contractor is utilizing the same setup.

The contract was bid fairly low, but due to excellent supervision and a well-organized and experienced crew was able to show a small profit. The finishing was not kept very close to the grading, and consequently no planned procedure was maintained so as to best coordinate the two in order to keep the finishing costs to a minimum.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

RECEIVED
[illegible]
FOR FILING

FLH 3-F-1

February 24, 1940

Mr. Edward J. Clark
Lawyer
310 Oregon Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of February 21 in regard to Newport Construction Company's claim against M. L. O'Neil and Son under contracts No. 2157 and No. 2171.

Contract No. 2157, for the construction of the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Secondary Highway, in Malheur County, was completed by the contractor on January 10, 1940, and was accepted by the State Highway Commission on January 25, 1940.

With respect to securing copies of bonds and contracts, wish to say that affidavits need only to be filed with the State Highway Commission. The notice of claim should be filed with the Secretary of State but it is optional whether or not you send the Secretary of State a copy of the affidavit requesting a certified copy of the contracts and bonds.

I am not in a position to advise you whether or not the contractor is disposed to settle claims without being sued.

Very truly yours,

Secretary

HBG:AM

. G.

Cont. #2157 - Tudor Ranch-Blue Mountain Pass
Section in Malheur County, was
completed Jan, 10, 1940, and was
accepted Jan, 25, 1940

uary 21, 1940

Gentlemen:

There has heretofore been filed with you and with the Secretary of State Notices of Newport Construction Company against the bonds of M. L. O'Neil & Son under contracts numbered 2157 and 2171.

At the time of my last letter from you, the contract No. 2157 had not been accepted by the State, but doubtless has been prior to date of Notice. Would you kindly give date?

Also I have prepared drafts of affidavits for filing as basis of securing copies of bonds and contracts preliminary to suits. From the wording of the statute, I assume the affidavits are to be filed only with your commission. If it is the practice to furnish copies to Secretary of State also, please so advise. Perhaps you may also know whether or not there is a disposition to settle without securing copies of bonds and suing. The liability for reasonable rental seems well established.

Very truly yours,

Edward J Clark
310 Oregon Building

ANSWERED
H. B. GLAISYER

LAW OFFICES OF
EDWARD J. CLARK
~~[illegible]~~
PORTLAND, OREGON

February 21, 1940

State Highway Commission,
Salem, Oregon

Gentlemen:

There has heretofore been filed with you and with the Secretary of State Notices of Newport Construction Company against the bonds of M. L. O'Neil & Son under contracts numbered 2157 and 2171.

At the time of my last letter from you, the contract No. 2157 had not been accepted by the State, but doubtless has been prior to date of Notice. Would you kindly give date?

Also I have prepared drafts of affidavits for filing as basis of securing copies of bonds and contracts preliminary to suits. From the wording of the statute, I assume the affidavits are to be filed only with your commission. If it is the practice to furnish copies to Secretary of State also, please so advise. Perhaps you may also know whether or not there is a disposition to settle without securing copies of bonds and suing. The liability for reasonable rental seems well established.

Very truly yours,

Edward J. Clark
310 Oregon Building

ANSWERED
H. B. GLAISYER

#2157x
#2171

FLH 3-F-1

February 23, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 20 enclosing three copies each of two notices of claim by Newport Construction Company, in the sums of $1,050.00 and $550.00, against H. L. O'Neil & Son for shovel rental in connection with State Highway Contracts Nos. 2157 (Tudor Ranch-Blue Mountain Section) and 2171 ((Hooker Creek-Jordan Valley Section, both in Malheur County.

We have noted these claims in our records of the jobs to which they pertain and will today forward copies of the notice thereof to the contracting firm and its surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

February 23, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that Newport Construction Company has two claims against M. L. O'Neil & Son for shovel rental in connection with the performance of State Highway Contracts Nos. 2157 (Tudor Ranch-Blue Mountain Section) and No. 2171 (Hooker Creek-Jordan Valley Section), both in Malheur County. These claims are in the amounts of $1,050.00 and $550.00, respectively.

Inasmuch as you are surety for the contracting firm on these jobs, we hand you herewith, for your information and the necessary attention, a copy of each of these notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBL

cc - M. L. O'Neil & Son
Eugene, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 20, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies each of the notices of claim by Newport Construction Company for $1050.00 and $550.00 against the bond taken from M. L. O'Neil & Son, principal, and Great American Indemnity Company, surety, for work on highway contracts No. 2157 and 2171, which were received from Edward J. Clark, attorney, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible] F.
enc. 6

REFERRED TO
Mr Lewis
prepare usual letters

State of Oregon
SS
County of Multnomah

Notice of Claim under
Section 67-1101 Oregon
Code 1935, as amended.
Contract No. 2157

To the State of Oregon and the Oregon State Highway Commission:

Notice is hereby given that the undersigned, Newport Construction Company, a corporation of Oregon, has a claim for the reasonable and agreed rental of one ½ yard Northwest Shovel, owned at all times herein mentioned by claimant (being in effect material furnished by claimant to C. E.Silbaugh, subcontractor of M. L. O'Neil & Son, a partnership consisting of M. L. O'NEIL and Robert J. O'Neil in the sum of $1050.00 against the bond taken from said M. L. O'Neil & Son under contract No. 2157 between the State of Oregon by and through the Oregon State Highway Commission and M. L. O'Neil & Son, as contractors, and Great American Indemnity Company, its surety, for the work of grading of the Tudor Ranch-Blue Mountain Pass section of the I. O. N. Highway in Malheur County, Oregon; said contract having been completed January 10, 1940, and accepted by the State ______ 1940, concerning which contract said bond was taken. The shovel was so used in the prosecution of said work at a reasonable rental of $500.00 per month for a period beginning August 28, 1939, to and including September 30, 1939, and from November 6, 1939, to and including December 6, 1939,- a period of two months and three days, making a total rental owing claimant of $1050.00, no part of which has been paid.

Dated at Portland, Oregon, this 10th day of February, 1940.

Newport Construction Company

By H.R. Newport
President

By RObt. Brooke
Secretary

(SEAL)

Endorsed: File No. 2888
Filed Feb. 20, 1940
EARL SNELL, Secretary of State

COPY

STATE OF OREGON
SS
County of Multnomah

Notice of claim under
Section 67-1101, Oregon
Code 1935 as amended.
Contract No. 2171

To the Stateof Oregon and the Oregon State Highway Commission:

Notice is hereby given that the undersigned, Newport Construction Company, a corporation of Oregon, has a claim for the reasonable and agreed rental of ½ yard Northwest Shovel, owned at all the times herein mentioned by claimant (being in effect material furnished by claimant to C. E. Silbaugh, subcontractor of M. L. O'Neil & Son, a partnership consisting of M. L. O'Neil and Robert J. O'Neil) in the sum of $550.00 against the bond taken from said M. L. O'Neil & Son, as contractors, under contract No. 2171 between the State of Oregon by and through the Oregon State Highway Commission, on the one part and said M. L. O'Neil & Son, as contractors, and Great American Indemnity Company, its surety, for the work of grading the Hooker Creek-Jordan Valley section of the Jordan Valley Secondary Highway, in Malheur County, Oregon; said contract having been completed November 13, 1939, and accepted by the State of Oregon on December 8, 1939, concerning which contract said bond was taken. The shovel was so used at a reasonable rental of $500.00 per month for a period beginning October 2, 1939, to and including November4, 1939, - a period of one month and three days, making a total rental owing and unpaid claimant of $550.00, no part of which has been paid.

Dated at Portland, Oregon, this 10th day of February, 1940.

Newport Construction Company

By H. R. Newport
President

Corporate Seal

By Robt. Brooke
Secretary

Endorsed: File No. 2887
Filed Feb. 20, 1940
EARL SNELL, Secretary of State

RECEIVED

FLH 3-E-1

February 13, 1940

Great American Indemnity Co.,
c/o Harvey Wells-Reed Insurance Agency,
Failing Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of two claims which Newport Construction Company has against the bond furnished by M. L. O'Neil & Son in connection with State Highway Contracts Nos. 2157 and 2171, covering construction of the Tudor Ranch-Blue Mountain Pass Section of the I.O. N. Highway, and the Jordan Valley-Hooker Creek Section of the Jordan Valley Secondary Highway, respectively. These claims represent shovel rental furnished C. E. Silbaugh, subcontractor under M. L. O'Neil & Son on the above-mentioned jobs. The amount of rental due on the Tudor Ranch-Blue Mountain Pass project is $1,050.00, and that due on the Hooker Creek-Jordan Valley section is $550.00.

This information is furnished you inasmuch as you appear as surety on the bond furnished in connection with the above-mentioned contracts.

Yours very truly,

HBG:MC

Secretary

cc - M. L. O'Neil & Son
Jordan Valley, Oregon

C. E. Silbaugh
516 Willow St.
Pendleton, Oregon

February 13, 1940

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

This acknowledges receipt of your notices of claims against C. E. Silbaugh, subcontractor under M. L. O'Neill & Son, one being in the sum of $1,050 covering rental of a shovel used in connection with the Tudor Ranch-Blue Mountain Pass Section of the J.O.N. Highway, in Malheur County, and the other being in the amount of $550 representing rental of a shovel used in connection with the construction of the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County.

We are noting these claims in the records of these jobs and, in accordance with our usual practice, we are notifying the original contractor and his surety that the claims have been filed.

I presume that you have filed your notices with the Secretary of State, in accordance with the provisions of Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

Yours very truly,

Secretary

HBG:MC

encl.

STATE OF OREGON
SS
County of Multnomah

Notice of Claim under
Section 67-1101 Oregon
Code 1935 as amdnddd;
Contract No. 2157

To the State of Oregon and the Oregon State Highway Commission:

Notice is hereby given that the undersigned, Newport Construction Company, a corporation of Oregon, has a claim for the reasonable and agreed rental of one ½ yard Northwest Shovel, owned at all times herein mentioned by claimant (being in effect material furnished by claimant to C. E. Silbaugh, subcontractor of M. L. O'Neil & Son, a partnership consisting of M. L. O'Neil and Robert J. O'Neil) in the sum of $1050.00 against the bond taken from said M. L. O'Neil & Son under contract No. 2157 between the State of Oeegon by and through the Oregon State Highway Commission and M. L. O'Neil & Son, as contractors and Great American Indemnity Company, its surety, for the work of gradin of the Tudor Ranch-Blue Mountain Pass section of the I. O. N. Highway in Malheur County, Oregon; said contract having been completed January 10, 1940 and accepted by the State ________ 1940, concerning which the bond was taken. The shovel was so used at a reasonable rental of $500.00 per month for a period beginning August 28, 1939, to and including September 30, 1939, and from November 6, 1939, to and including December 6, 1939,- a period of two months and three days, making a total rental owing and unpaid claimant of $1050.00, no part of which has been paid.

Dated at Portland, Oregon, this 10th day of February, 1940.

Newport Construction Company

Corporate Seal

By H. R. Newport
President

By Robt Brooke
Secretary

FLH 3-F-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

February 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FLH 3-F (1), Tudor Ranch-Blue Mountain Pass Section, I-O-N Highway ____________________, was made by a representative of this office on January 18, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

Form E-30—Revised—25M—8-34

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FLH 3-1-1

Salem, Oregon
January 25, 1940

Subject: Acceptance of Completed Contract

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on Contract No. 2157, with M. L. O'Neil and Son, for grading on the I. O. N. Secondary Highway in Malheur County, was completed on January 10, 1940.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. Hester/GS

cc Mr. J. W. McCallister
Mr. James McFarland ✓

RECEIVED
FEB 6 1940

FLH 3-F-1

February 6, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on Contract No. 2157, Tudor Ranch-Blue Mountain Pass Section of the I. O. N. Highway in Malheur County. This payment will be made on or after February 16, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2157

Form E-30—Revised—[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible] 3-F-1

Salem, Oregon
January 25, 1940

Subject: Acceptance of Completed Contract

To: Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Office

Dear Sir:

All work on Contract No. 2157, with M. L. O'Neil and Son, for grading on the I. O. N. Secondary Highway in Malheur County, was completed on January 10, 1940.

Acceptance of this project by the State Highway Commission is hereby recommended.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S. H. Probert

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

cc Mr. J. W. McCallister
Mr. James McFarland

[illegible] COMMISSION
Date January 25, 1940

OFFICE COPY

Form 330—3M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAP [illegible]

		For Week Ending	January 13, 1940
Section	Tudor Ranch - Blue Mtn Pass	*Kind of work*	Grading
Highway	I.O.N.	*Section prefix*	123-1020
Contractor	M.L.O'Neil & Son	*Contract number*	2157
Date of contract	January 26, 1939	*Date of completion*	November 30, 1939
Date work started	February 16, 1939	*Estimated date of completion*	January 10, 1940
Amount of contract	$ 86,628.75	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $ 91,324.27

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 7750, 8.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three men, hand laborers worked on the finishing of the job on Sunday, Monday and Tuesday. Wednesday, the 10th, two men completed the project. They completed the dry rubble masonry, picked up oversized rock from the topping, trimmed up the shoulders and finished the box culvert.

NOTED
RAY WEBBER

RECEIVED
JAN 16 1940
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

Signed

Address Jordan Valley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

cc H. D. Glaisyer

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	22.06				
Miles partially completed					
Miles completed	22.06				
Total estimated quantities	195,000				
Estimated quantities moved or placed to date	195,000				
Average daily quantities	1500				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Malheur COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy & cold		
Monday	rain		
Tuesday	rain		
Wednesday	rain		
Thursday	cloudy & cold		
Friday	windy & cold		
Saturday	windy & Cold		

Form 336—6M—10-37

FLH -F-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 6, 1940

Section Tudor Ranch - Blue Mtn Pass

Kind of work Grading

Highway I.O.N.

Section prefix 123-1020

Contractor M.L.O'Neil & Son

Contract number 2157

Date of contract January 26, 1939

Date of completion November 30, 1939

Date work started February 16, 1939

Estimated date of completion January 10, 1940

Amount of contract $ 86,628.75

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 91,500.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 7750 8.5 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man has been blading from station 2300 to station 2645 this week. He also has been shaping up the shoulders and ditches, where the topping crew ran over, this week.

RECEIVED

NOTED
RAY WEBBER

Signed M a Teale

Address Jordan Valley, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

cc H. B. Glaisyer

#2157 w

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	22.06				
Miles partially completed	22.06				
Miles completed	-				
Total estimated quantities	195,000				
Estimated quantities moved or placed to date	195,000				
Average daily quantities	1500				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					1		1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels, Power graders 1, Rollers, Mixers, Crushing or screening plants,

Compressors, Bulldozers, Sheet-foot rollers, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	rain		
Tuesday	fair		
Wednesday	rain		
Thursday	rain		
Friday	fair		
Saturday	cloudy		

#2157

Form E-30—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FLH 3-F-1

La Grande, Oregon
January 8, 1940

Subject: Tudor Ranch-Blut Mt. Pass
M.L. O'Neil & Son extension of time

To:

Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I am submitting herewith request of M. L. O'Neil & Son for an extension of time from November 30 to January 10 on their contract No. 2157, Tudor Ranch-Blue Mt. Pass Section of the I.O.N. Highway in Malheur County. Submitted with the request is consent of the surety company for the requested extension.

The contractor gives his reason for failure to complete within the time limit the encountering of more solid rock than originally estimated. There was a material overrun in the amount of solid rock on the project, such overrun increasing the contract amount, as estimated of this date, from $86,628.75 to $91,544.88. This is an increase of 5.5%, which will entitle the contractor to 17 days extension of time for such overrun.

It is my recommendation that M. L. O'Neil & Son be granted an extension of time from November 30 to December 17 without penalty and that engineering costs be assessed to the contractor for the period December 18 to January 10.

It is advised, however, that there will be no engineering charges between December 18 and January 10, as this time was required for blading and picking rocks from the gravel topping. No inspectors were on the job during this time and the Resident Engineer made only periodic inspections as to the satisfactory completion of the work, for which no charges were made against the job.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

enc.

cc H. B. Glaisyer ✓

FHB[illegible] ✓

FLH 3-F-1

[illegible]ptember 1st, 1939

Cost Analysis to August 19th, 1939
I.O.N. Highway, Tudor Ranch-Blue Mt. Pass Section
Contract 2157 Prefix 123-1020
M. L. O'Neil & Son, Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Bid	Unit Cost	Gross Revenue
Clearing & Grubbing	$1,839.00	All			$3,900.00
Trench Excavation	447.30	497 cu. yd.	0.90	1.00	497.00
Common "	18,451.94	129,303 " "	0.143	0.17	21,981.51
Solid Rock "	28,212.90	48,928 " "	0.577	0.65	31,803.20
Overhaul	2,394.43	239,443 yd. sta.	0.01	0.01	2,394.43
Truck Haul	1,597.20	15,972 yd. mi.	0.10	0.10	1,597.20
Finishing Roadbed & Slopes	1,643.25	9.39 Miles	175.00	125.00	1,173.75
18" Corr. Iron Pipe	1,971.00	1,314 lin. ft.	1.50	1.50	1,971.00
24" " " "	805.50	358 " "	2.25	2.30	823.40
36" " " "	1,150.80	274 " "	4.20	4.25	1,164.50
48" " " "	820.80	144 " "	5.70	5.80	835.20
* Class "D" Concrete	2,610.65	74.59 cu. yd.	35.00	35.00	2,610.65
* Metal Reinforcement	689.63	11,034 lb.	0.0625	0.0625	689.63
	$62,634.40				$71,441.47

* Sublet to C. E. Silbaugh

Gross Revenue	$71,441.47
Total Cost	62,634.40
Net Profit	$8,807.07

Net Profit Equals 12.3% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision (M. L. O'Neil, 5 mos. at $200.00)	$1,000.00	
Labor	16,085.31	
State Industrial Accident Insurance	584.40	
Social Security & Unemployment Insurance	650.00	
		$18,319.71

Materials:

18" Corr. Iron Pipe	1,314 lin. ft.	at 1.20	$1,576.80	
18" " " " Bands	30 each	" 1.35	40.50	
24" " " "	358 lin. ft.	" 1.85	662.30	
24" " " " "	8 each	" 1.95	15.60	
36" " " "	274 lin. ft.	" 3.40	931.60	
36" " " " "	6 each	" 3.20	19.20	
48" " " "	144 lin. ft.	" 4.80	691.20	
48" " " " "	3 each	" 4.20	12.60	
				3,949.80

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental and Repairs	$20,055.00	
Gas, Oil and Grease	6,545.20	
Drilling Bits and Supplies	900.00	
Explosives	6,000.00	
Camp Erection and Expense	700.00	
Small Tools, Supplies and Misc.	1,500.00	
Move In Expense	425.00	
Overhead Expense	225.00	
Bond	714.41	
		37,064.61

Sub-Contract:

Class D Concrete	$2,610.65	
Metal Reinforcement	689.63	
		3,300.28
		$62,634.40

Tudor Ranch-Blue Mt. Pass Section

REMARKS:

This contract consists of the grading and topping of 22.06 miles of roadway. It was bid and awarded on January 26th, 1939; work was started February 16th, and up to August 19th, 82% of the work had been completed.

The excavation work on this project is complete except for the finishing of approximately 13 miles of roadbed and slopes. The excavated material was composed of 129,303 cubic yards of common classification and 48,929 cubic yards of solid occurring in cuts of shallow to moderate depths, and averaged about 8,200 cubic yards to the linear mile. The solid overran the bid quantities by about 50%.

For excavating both the common and solid material the contractor brought in 4 - RD 8 caterpillar tractors, 4 LeTourneau scrapers (1 - 20 cu. yd. and 3 - 12 cu. yd.), 1 ripper, 1 dozer, 1 - No. 12 cat motor patrol and 1 - 12' pull blade. The common was of light character and moved with ease. The solid drilled with close spacing of holes and shot up into such small fragments that no trouble was experienced by the scrapers in picking up the material. The cost of drilling and shooting averaged about $0.30 per cu. yd. of solid excavation.

The camp that was constructed at the north end of this contract can be utilized for the adjoining project that was recently awarded, as the present contractor was the successful bidder.

This job was bid fairly low. The contract is located in an isolated part of the state where weather conditions are none too favorable and where the sources of supply are quite distant. The contractor, however, supervised the work in an efficient manner, and this coupled with an excellent and well organized crew enabled him to operate at a profit.

The topping work has been sublet to C. E. Silbaugh, who will have a crew on the job in the next week or two.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 29 1939
STATE HIGHWAY COMMISSION

FLH 3-F-1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

June 28, 1939

Oregon FLH 3-F (1),
Blue Mountain Pass-North Section,
I-O-N Highway, Malheur County

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Canfield
L. J. Canfield,
Highway Engineer

Encls.

Jon

Appr 39150

Form P. R. 2

State Oregon

Project No. FLH 5-F(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, including particularly the amendatory act of June 24, 1930 (46 Stat. 805):

Whereas the Highway Department of said State submitted on the 22nd day of October, 1938, a project statement, which was approved by the Secretary on the 1st day of December, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section F(1) of said project which were recommended for approval by the United States District Engineer on the 10th day of January, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-one thousand, six hundred twenty-four and no/100 dollars ($71,624.00) as the share of the United States payable under said act on account of Section F(1) of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources from funds made available under authorizations pursuant to the provisions of the Act approved June 24, 1930 (46 Stat. 805).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1480+10.0, in the SE 1/4 of Sec. 1, T. 37 S., R. 41 E., W.M. and survey station 2630+61.8, on the south line of Sec. 7, T. 33 S., R. 40 E., W.M. (excepting therefrom those portions between survey stations 1527+87.1 and 1583+01.7, 1731+38.6 and 1755+66.8, 2084+12.1 and 2117+15.4, 2355+79.0 and 2523+44.2, and 2577+76.0 and 2581+14.4), length 16.042 miles, in Malheur County, being Section F(1) of Oregon project No. FLH 3, consisting of 16.042 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(1) of said project shall not in any event exceed the sum of seventy-one thousand, six hundred twenty-four and no/100 dollars ($ 71,624.00), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars (~~ is ~~$~~, the approved total estimated cost of Section F(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 15 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE —5515

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 3-F(1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 71,624.00 as the total estimated cost of said project, and the sum of $ 71,624.00 as the share of the United States, payable under said acts on account of such project, which ~~[illegible] Federal~~ is ~~[illegible]~~ said total estimated cost.

Done at the city of Washington, this ______ day of JUN 15 1939 one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.

May 8, 1939

[illegible] SSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FLH 3-F (1)
Tudor Ranch-Blue Mountain Pass
I.O.N. Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
APR 28 1939
FO

RECEIVED
APR 22 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In recommending the proposed project agreement estimate for Oregon Federal Lands Highway Project FLH 3-F (1), Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Highway, we recommended the use of $2.00, 1936, and $71,622.00, 1939, Federal Lands Funds for financing.

The question of cleaning up the 1936 apportionment by applying the $2.00 balance to some project has been discussed orally with the State. If this is not satisfactory, please advise.

OK.
Jon

Very truly yours,

W. H. LYNCH,
District Engineer

By F. E. Andrews
F. E. Andrews,
Senior Highway Engineer

Jon

RECEIVED
MAY 16 1939
FOR FILING

FLH 3-F-1

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Tudor Ranch-Blue Mountain Pass Section, Project No. FLH 3-F (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 3-F (1)

TUDOR RANCH-BLUE MOUNTAIN PASS SECTION

OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 27, 1939

Roadway Through Unappropriated and Unreserved Government Lands

All Required		Clearing and Grubbing		$ 2,836.00
180	cu. yds.	Trench Excavation	$ 1.00	180.00
149,000	cu. yds.	Common Excavation	.17	25,330.00
25,500	cu. yds.	Solid Rock Excavation	.65	16,575.00
184,500	yd. stas.	Overhaul	.01	1,845.00
12,300	yd. mi.	Truck Haul	.10	1,230.00
16.04	miles	Finishing Roadbed and Slopes	125.00	2,005.00
1,250	lin. ft.	18" Corr. Iron Pipe	1.50	1,875.00
320	lin. ft.	24" Corr. Iron Pipe	2.30	736.00
220	lin. ft.	36" Corr. Iron Pipe	4.25	935.00
60	lin. ft.	48" Corr. Iron Pipe	5.80	348.00
80	cu. yds.	Class "D" Concrete	35.00	2,800.00
11,500	lbs.	Metal Reinforcement	.0625	718.75
20,500	cu. yds.	Selected Roadbed Topping	.22	4,510.00
29,000	yd. mi.	Hauling Roadbed Topping	.11	3,190.00
		Subtotal		$ 65,113
		10% Engr. & Cont.		6,511
		Total		$ 71,624

Length	16.042 miles
Cost per mile	$ 4,464

FLH Funds Requested- -$ 71,624

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

RECEIVED
FEB 20 1939
FOR
I H - 3 - F - 1

February 18, 1939

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2157 which was awarded to you by the State Highway Commission on January 26, 1939, covering the grading of the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Highway, in Malheur County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 3-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FOR FILING

RECEIVED
FEB 8 - 1939
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 7, 1939

1 1#3-7-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Assistant State Highway Engineer

Attention Mr. N. M. Finkbiner
Engineer of Materials

Dear Sir:

The name and address of the resident engineer for the Tudor Ranch-Blue Mountain Pass project, prefix 123-1020, is:

N. A. Toole
McDermitt, Nevada

Very truly yours

W. C. WILLIAMS
Division Engineer

WA

cc R. H. Baldock

RECEIVED
FEB 2 1939
FOR FILING

February 1, 1939

M. L. O'NEIL & SON
Pendleton, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No 2157 which was awarded to you by the State Highway Commission on January 26, 1939, covering the grading of the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Secondary Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the of the GENERAL PROVISIONS relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JAN 28 1939
FOR FILING

January 27, 1939

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission on January 26, 1939, awarded you the contract for 22.06 miles grading on the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Highway, in Malheur County. This award was based on your low bid of $86,628.75 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 5-M-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 30 1939
FOR FILING

RECEIVED
JAN 30 1939
SALEM
STATE HIGHWAY COMMISSION

January 27, 1939

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Will you please send to Resident Engineer W. A. Toole at McDermitt all of the field notes, plotted sections and other location data pertaining to the Blue Mt. Pass-Tudor Ranch Section of the I.O.N. Highway?

Very truly yours

W. C. WILLIAMS
Division Engineer

By

C. D. CANNON
Office Engineer

CDC:MA
cc r. H. Baldock ✓

RECEIVED
MAY 1 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Post Office Building
Portland, Oreg.

RECEIVED
JAN 28 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No. 3 F-1

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Highway project FLH 3-F (1), Tudor Ranch-Blue Mountain Pass section of the I.O.N. Highway, to M. L. O'Neil & Son, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
JAN 26 1939
FOR FILING
[illegible]

RECEIVED
JAN 25
STATE HIGHWAY COMMISSION

January 24, 1939

Oregon State Highway Commission
Auditorium of Public Service Building
Portland, Oregon

Gentlemen:

I am sending under separate cover, proposal on the I.O.N. Secondary Highway, Malheur County, Tudor Ranch-Blue Mountain Pass Section, 22.06 miles of grading.

I borrowed the proposal form from the A. G. C. office here in Boise inasmuch as I have not received the proposal form from your office. I trust that the exchange of proposal form will be satisfactory.

Yours very truly,

HECornell
H. E. CORNELL

HEC:jd
cc - Mr. H. B. Glaisyer

RECEIVED
JAN 11 1939
FOR FILING

FLH-3-F-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
[illegible] BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No.

RECEIVED
JAN 11 1939
OREGON
STATE HIGHWAY COMMISSION

January 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Lands Highway project No. FLH 3-F (1), the Tudor Ranch-Blue Mountain Pass section of the I.O.N. Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

We have shown on the title sheets the exceptions to the project where the alignment passes through private lands. Referring to our letter on FLH 3-E dated July 6, 1937, it is again requested that such exceptions be noted on the title sheets in the future.

It is noted that no connection is made at the north end of the project to any connecting roads leading to the completed section near Rome. Will you please advise as to this matter.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

Revised title sheet submitted indicating road connection at north and showing FLH sections

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

Const.
Oregon
Secondary

January 3, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. R. G. Smith, Construction Engineer

Dear Sir:

I concur in your belief that the vertical curve at Station 2123 on the Tudor Ranch-Blue Mountain Pass Section, should be improved. As you have all the survey data in your office I assume you will make the necessary change. If you wish it made in this office, please forward the platted cross section, earthwork computation sheets and one profile print.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MM
CC RH Baldock

RECEIVED
MAY 10 1939
FOR FILING

FLH-3-F-1

December 31, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Tudor Ranch-Blue Mountain Pass Section, Project No. FLH 3-F (1). A letter from the Acting Register of the U. S. District Land Office at The Dalles is likewise enclosed giving the present status of the government-owned lands traversed by the project.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

All right of way has been secured for this project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES

DEPARTMENT OF THE INTERIOR

GENERAL LAND OFFICE

District Land Office

The Dalles, Oregon
December 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I hereby certify that, as of the date noted above, the following lands are unpatented and unappropriated federal lands, subject to U. S. Government control:

T. 33 S., R. 40 E., W. M.

Section 18 - NW¼ and the SW¼
Section 19 - NW¼

T. 33 S., R. 39 E., W. M.

Section 24 - NE¼ and the SE¼

T. 34 S., R. 39 E., W. M.

Section 1 - SW¼ and the SE¼
Section 12 - NW¼ and the SW¼
Section 13 - NW¼ and the SW¼
Section 24 - NW¼ and the SW¼
Section 25 - NW¼ and the SW¼

T. 35 S., R. 39 E., W. M.

Section 1 - Lots 4 & 5, SW¼ NW¼ and the SW¼
Section 2 - SE¼ and the SE¼ NE¼
Section 11 - NE¼ and the SE¼
Section 14 - NE¼ and the SE¼
Section 23 - NE¼ and the SE¼
Section 26 - NE¼ and the SE¼
Section 35 - NE¼ and the SE¼

T. 36 S., R. 41 E., W. M.

Section 14 - Lot 3, SW¼ and the SE¼
Section 23 - NE¼ and the SE¼
Section 25 - NW¼ and the SW¼
Section 26 - NE¼

Mr. R. H. Baldock - 2

T. 37 S., R. 41 E., W. M.

Section 1 - Lots 2 & 3, SW¼ NE¼ and SE¼

Very truly yours,

W A Wilkinson

~~E. P. Jackson~~

Acting Register

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 3-F (1)

TUDOR RANCH-BLUE MOUNTAIN PASS SECTION OF

THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 31, 1938

Roadway Through Unappropriated and Unreserved Government Lands

All Required		Clearing and Grubbing		$ 2,700.00
180	cu. yds.	Trench Excavation	$1.00	180.00
149,000	cu. yds.	Common Excavation	0.18	26,820.00
25,500	cu. yds.	Solid Rock Excavation	0.65	16,575.00
184,500	yd. stas.	Overhaul	0.015	2,767.50
12,300	yd. mi.	Truck Haul	0.15	1,845.00
16.04	miles	Finishing Roadbed and Slopes	200.00	3,208.00
1,250	lin. ft.	18" Corrugated Iron Pipe	2.20	2,750.00
320	lin. ft.	24" Corrugated Iron Pipe	3.20	1,024.00
220	lin. ft.	36" Corrugated Iron Pipe	6.00	1,320.00
60	lin. ft.	48" Corrugated Iron Pipe	10.00	600.00
80	cu. yds.	Class "D" Concrete	25.00	2,000.00
11,500	lbs.	Metal Reinforcement	0.06	690.00
20,500	cu. yds.	Selected Roadbed Topping	0.25	5,125.00
29,000	yd. mi.	Hauling Roadbed Topping	0.12	3,480.00
		Subtotal		$71,084
		10% Engr. & Cont.		7,108
		Total		$78,192

Length	16.042 miles
Cost per mile	$5,198

FLH Funds Requested- $78,192

FORM 5-A-1 5M 9-28

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In reply please refer to file no.

December 30th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

It is considered advisable to provide a standard vertical curve at Station 2123 on the Tudor Ranch-Blue Mt. Section. This was the only place with very bad sight distance on the entire job. If you have any objections, please advise immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

F

FORM 2-2-1 5M 2-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
Secondary

December 28, 1938

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As requested, I am submitting herewith estimate of cost of the Scotts Butte-Tudor Ranch Section of the I. O. N. Highway in Malheur County. The estimate of cost shows the total amount, as well as subdivision of federal and private lands sections. There is also being submitted a summary on tracing cloth, showing the divisions of private and federal lands sections.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC CB McCullough
Enclosure

FORM 8-A-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 21st, 1938

Const
Projects
Secondary

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

In regard to the estimate of cost on the Tudor-Blue Mt. Pass Section which was received today, I wonder if this has been furnished through a misunderstanding of my recent letter in which I asked for an estimate on the Tudor Ranch-Scotts Butte Section.

We seem to have modern estimates on all the sections except between Tudor Ranch and Scotts Butte.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 12th, 1938

IN REPLY PLEASE REFER TO FILE No.

Const
Projects
[illegible]

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

We do not seem to have a revised estimate of the Tudor Ranch-Scotts Butte Section of the I.O.E. Highway. Will you please submit one as soon as convenient.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 9-M-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

Const
[illegible]
[illegible]

December 17, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. G. Smith, Construction Engineer

NOTED
Asst. State Highway Engineer

Dear Sir:

As requested, I am submitting herewith estimate of cost of the Tudor-Blue Mountain Pass Section of the I. O. N. Highway in Malheur County. This estimate is based on the line as rebalanced by Resident Engineer Chandler and supersedes any former estimate.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
Enclosure

[illegible] VED
DEC 1 [illegible]
[illegible] MMISSION

FORM 2-A-1 6M 9-36

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 7, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILE:
Const
Projects
Secondary

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

As requested we are attaching copies of the estimates submitted with the Tudor Ranch-Blue Mt. Pass Section of the I. O. N. Highway.

We are also enclosing a blue print of the summary of items for Federal and private lands section.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough

FORM 9-M-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 8 1938
FOR FILING

RECEIVED

December 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Under date of January 22, 1938, there was submitted to your office special provisions and estimate of cost of the Tudor Ranch-Blue Mountain Pass Section of the I. O. N. Highway. We are unable to find the estimate of cost in our files and would appreciate your sending us one of the copies submitted to you.

We also submitted one summary showing federal and private lands sections. Will you send us a print of this summary along with the estimate.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock

FORM S-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 15 1938
FOR FILING

Forest
Project
Secondary

January 31st, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The amount available for the Tudor Ranch-Blue Mt. Pass Section of the I.O.N. Highway was $100,000 inclusive of both Federal and Private Lands so that your estimate of costs is correctly made out for the amount set up.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT # 2158

FAGM 56-D(1) Albany Sec., Pacific Hwy. 1939
#2158 East, Overcrossing Struct.

RECEIVED

FA&M 76-15-1

February 24, 1940

Portland Wire & Iron Works,
4644 S/ E. Seventeenth Ave.,
Portland, Oregon.

Attention: Mr. A. L. Foster.

Gentlemen:

In reply to your letter of February 20th you are advised that the Mountain States Construction Company, Contract No. 2158, construction of an overcrossing over the Southern Pacific Company tracks on the Pacific Highway East in Albany, was completed December 16, 1939, and was accepted December 20, 1939. Final payment has been made to the contractors.

The bond furnished in connection with the above contract was written by the Maryland Casualty Company, for whom Hansen & Rowland, Inc., Washington Bldg., Tacoma, Washington.

Very truly yours,

Secretary.

Dict. by J. McFarland.

LANCASTER 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

ORNAMENTAL IRON AND WIRE WORK

PAGE FENCE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE

PORTLAND, OREGON

Feb. 20, 1940

OREGON STATE HIGHWAY COMM.
State of Oregon
Salem, Oregon

Gentlemen:

We have a balance due of $1,086.39, for ornamental rail furnished the Mountain States Construction Co., Bridges at Albany, Oregon. We would appreciate any information that you could give us as to whether this contractor has received his final payment. Also, name of bonding company who furnished bond for this project.

Thanking you for your cooperation, we are,

Very truly yours,

PORTLAND WIRE & IRON WORKS

By A. L. Foster

ALF/l

Pen. 31st.

REFERRED TO
McFarland
to prepare reply

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

February 5, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAGM 56-D (1), Albany Overcrossing ________________, was made by a representative of this office on January 5, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield,
Senior Highway Engineer.

#2158

FAGM [illegible]

January 19, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2158, for the construction of an overcrossing over the Southern Pacific Company tracks on the Pacific Highway East, Linn County, in Albany, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 29, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $132,587.15, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. FAGM 56-D(1)(On)
Albany Overcrossing
Pacific Highway

August 19, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ira

Wayne-1140

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGM 50-D(1) (cn)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of June, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 27th day of January, 1939, a revised project statement, which was approved by the Secretary on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the United States District Engineer on the 10th day of September, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred eighty-seven thousand, one hundred twenty-three and 35/100 dollars ($287,123.35) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920, Chap. 88, Laws of 1931
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 419+25 on Eighth Street at Lafayette and survey station 450+00, near the intersection of Eleventh and Ellsworth Streets, all in the city of Albany

, length 0.582 of a mile~~s~~, in Linn County, being Section D(1) of Oregon Federal Aid Grade / Crossing project No. FAGM 56 / (CM), consisting of 0.451 of a mile~~s~~ of roadway and two bridges, each of more than 20 feet clear span, 0.131 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of two hundred eighty-seven thousand, one hundred twenty-three and 35/100 dollars ($287,123.35), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred thirteen thousand, two hundred sixty-three and 50/100 dollars ($313,263.50), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws of 1927; Chap. 88, laws of 1931
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ________ day of JUL 24 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

Federal Works Administrator,
~~SECRETARY OF AGRICULTURE,~~

By
~~*Acting Chief, Bureau of Public Roads.*~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGM 56-D(em)(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 313,263.50 as the total estimated cost of said project, and the sum of $ 287,123.35 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 24 1939 one thousand nine hundred and ______

Federal Works Administrator,
~~Secretary of Agriculture,~~

By O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 8—4830

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
JUL 10 1939
FOR

July 5, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

To satisfy the requirement stated in your letter of June 26th, we agree to provide a suitable surfacing on the Albany Section of the Pacific Highway, Oregon Project No. FAGM 56-D (1), as soon as construction conditions will permit; assuming, of course, that no unanticipated situation arises to prevent.

Very truly yours,

R. H. Baldock
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 27 1939
OREGON
STATE HIGHWAY COMMISSION

June 26, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon FAGM 56-D (1) (on), the Albany Overcrossing Section of the Pacific Highway.

While this project is on both the State and Federal Aid Highway Systems, and there is no doubt but what surfacing will be provided for when present contracts are completed, we have been requested to obtain a formal, written agreement to provide surfacing on this project as soon as construction conditions permit.

Will you please furnish us with such an agreement?

Very truly yours,

W. H. LYNCH,
District Engineer

By

F. E. Andrews,
Senior Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

JUN 21

June 20, 1939

Re: Oregon FAGM 56-D (1) (on)

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

In reviewing these plans, the Regional Office has recommended the use of 18" culverts under ramps instead of the 12" culverts shown on the plans.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

Enclosures.

Copy sent to
Eason June 21

RECEIVED
JUN 9 - 1939
FOR FILING
FAGM 56-D-1

May 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Albany Overcrossing Section, Project No. FAGM 56-D (1) (On).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 56-B (1) (Cm)

ALBANY OVERCROSSING SECTION

OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices for contract work.)

Salem, Oregon, May 24, 1939

Roadway (Contract No. 2159)

All Required		Clearing and Grubbing		$ 1,000.00
1,050	cu. yds.	Trench Excavation, 0' to 6'	$ .50	525.00
420	cu. yds.	Trench Excavation, 6' to 12'	1.00	420.00
273,500	cu. yds.	Excavation, Single Classification	.32	87,520.00
950	sq. yds.	Removal of Old Pavement	.50	475.00
1,200	lin. ft.	Removal of Curbs and Gutters	.10	120.00
1,190	sq. yds.	Removal of Sidewalks	.25	297.50
500	lin. ft.	8" Porous Drain Tile	.60	300.00
200	lin. ft.	8" Sewer Pipe	.60	120.00
1,000	lin. ft.	12" Sewer Pipe	.90	900.00
4	only	Special Sections of 8" Pipe	1.25	5.00
4	only	Special Sections of 12" Pipe	1.50	6.00
650	lin. ft.	12" Concrete Pipe	.80	520.00
90	lin. ft.	18" Concrete Pipe	1.45	130.50
200	lin. ft.	36" Concrete Pipe	4.40	880.00
5	only	Adjusting Catch Basins	15.00	75.00
14	only	Concrete Catch Basins	20.00	280.00
4	only	Concrete Catch Inlets	15.00	60.00
3	only	Concrete Manholes	50.00	150.00
28	cu. yds.	Cement Rubble Masonry	10.00	280.00
164	cu. yds.	Concrete Curbs and Gutters	15.00	2,460.00
400	sq. yds.	Concrete Sidewalks	1.40	560.00
3	cu. yds.	Class "A" Concrete	35.00	105.00
160	lbs.	Metal Reinforcement	.05	8.00
32	lin. ft.	Metal Pipe Handrail	1.00	32.00
130	lin. ft.	Cable Guard Fence	1.00	130.00
70	only	Concrete Sight Posts	1.00	70.00
90	cu. yds.	Gravel or Rock Backfill in Drains	1.00	90.00
3,200	cu. yds.	Gravel Subbase	.50	1,600.00
800	cu. yds.	Rock Base	1.00	800.00
15	cu. yds.	¾" - 0" Rock in Footpaths	1.50	22.50
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.10	10.00

2,000	M-gal.	Sprinkling	$ 1.00	$ 2,000.00
1,300	tons	Class "A" Asphaltic Concrete	6.00	7,800.00
450	tons	Cutback Asphalt Wearing Surface	6.00	2,700.00
				$112,481.50

Revision of Water System and Railway System

Contract No. 2110

All Required		Clearing and Grubbing		$ 350.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
2,300	cu. yds.	Excavation, Single Classification	.55	1,265.00
200	lin. ft.	Removal of Curbs	.15	30.00
700	sq. yds.	Removal of Sidewalks	.25	175.00
340	lin. ft.	8" Sewer Pipe	.60	204.00
25	lin. ft.	6" Cast Iron Soil Pipe	1.00	25.00
20	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.85	37.00
4	only	Concrete Catch Basins	28.00	112.00
50	cu. yds.	Cement Rubble Masonry	10.00	500.00
120	sq. yds.	Concrete Sidewalks	1.75	210.00
60	lin. ft.	Timber Guard Rail	1.20	72.00
550	cu. yds.	3" - 0" Material in Surfacing	1.00	550.00
170	cu. yds.	1" - 0" Material in Surfacing	1.50	255.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.15	7.50
All Required		Moving Timber Box Culvert		40.00
7.0	M-FBM	Untreated Lumber	50.00	350.00
22.0	M-FBM	Treated Lumber	82.50	1,815.00
				$ 6,422.50

Box Culvert and Retaining Wall

153	cu. yds.	Structural Excavation	$ 1.00	$ 153.00
10	cu. yds.	Structural Excavation Below Plans	1.00	10.00
37	cu. yds.	Class "B" Concrete	15.00	555.00
47	cu. yds.	Class "D" Concrete	18.50	869.50
9,000	lbs.	Metal Reinforcement	.04	360.00
				$ 1,947.50

All Required	Move and Rearrange R.R. Facilities (R.R. Co. Forces)	$ 23,081.00
All Required	Move and Rearrange Water Mains (Water Co. Forces)	$ 6,830.00
	Subtotal	$150,762.50
	10% Engr. & Cont.	15,076.25
	Total	$165,838.75

Overcrossing Structure (Sta. 427+20 to Sta. 432+72)

745	cu. yds.	Structural Excavation	$ 1.00	$ 745.00
60	cu. yds.	Structural Excavation Below Plans	1.00	60.00
473	cu. yds.	Class "F" Concrete	15.00	7,095.00
969	cu. yds.	Class "D" Concrete	18.50	17,926.50
204,000	lbs.	Metal Reinforcement	.04	8,160.00
1,200,000	lbs.	Structural Steel	.065	78,000.00
1,120	lin. ft.	Metal Handrail	4.15	4,648.00
All Required		Electric Wiring and Lighting on Overcrossing Structure		1,000.00
				$117,634.50

Subway Structure (Sta. 441+13 to 442+53)

202	cu. yds.	Structural Excavation	$ 1.00	$ 202.00
15	cu. yds.	Structural Excavation Below Plans	1.00	15.00
484	cu. yds.	Class "D" Concrete	18.50	8,954.00
126,000	lbs.	Metal Reinforcement	.04	5,040.00
380	lin. ft.	Metal Handrail	4.15	1,577.00
All Required		Electric Wiring and Lighting on Subway Structure		600.00
				$ 16,388.00

Subtotal	$134,022.50
10% Engr. & Cont.	13,402.25
Total	$147,424.75

Length of Roadway	0.451 mile
Length of Structures	0.131 mile
Total Length	0.582 mile
Cost per mile, Roadway	$389,886.36

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAGM Funds	State Funds
Roadway	$165,838.75	$152,000.40	$13,838.35
Structures	147,424.75	135,122.95	12,301.80
	$313,263.50	$287,123.35	$26,140.15

SEGREGATION OF FAGM FUNDS

Item	1938 FAGM Funds	1939 FAGM Funds	Total FAGM Funds
Roadway	$ - -	$152,000.40	$152,000.40
Structures	102,196.35	32,926.60	135,122.95
	$102,196.35	$184,927.00	$287,123.35

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

NON-PARTICIPATING ITEM

7,000	cu. yds.	Top Soil Excavation	$ 0.14	$ 980.00

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

March 6, 1939.

IN REPLY PLEASE REFER TO FILE NO.

22-1022

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith for approval a proposed subcontract between Reeve & Strawn and the Mountain States Construction Company for furnishing all labor incidental to placing and tying metal reinforcement and tie wire on the Albany Overcrossing Structure, Contract No. 2158.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

RECEIVED
FEB 14 1939
FOR FILING

February 14, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2158 which was awarded to you on January 31, 1939, for construction of the Albany Overcrossing on the Pacific Highway East at Albany, in Linn County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
1939
FOR FILING

February 2, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies each of contracts Nos. 2154 and 2158 which were awarded to you by the Oregon State Highway Commission on January 26 and 31, respectively, for the construction of the following projects:

2154 - Bridge over Nehalem River, near Elsie, on the Wolf Creek Highway, in Clatsop County

2158 - Albany Overcrossing Structure, at Albany, on the Pacific Highway, in Linn County.

Will you please execute all eight copies as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send an executed copy of each contract to the surety on your bonds.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Bridge Department

CONFIRMATION

RECEIVED
FOR FILING

RECEIVED
FEB 1 -
STATE HIGHWAY COMMISSION

of Public Roads

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

8010-20 Oregon

DAY LETTER

Portland, Oregon
January 31, 1939

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURLET THIRTIETH, ON STATEMENT THAT RIGHT TO OCCUPY RIGHT OF WAY IS SECURED, WE CONCUR IN AWARD TODAY OF FOLLOWING CONTRACTS TO LOW BIDDERS OREGON FAGM 56-D (1), ALBANY OVERCROSSING: STRUCTURES, MOUNTAIN STATES CONSTRUCTION CO. GRADING, ROY L. HOUCK

Andrews

Paid govt. rate

SHP:ER

C
O
P
Y

January 30, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of January 28th, concerning the Albany Overcrossing Project (FAGM 56-D (1).

The acquiring of rights of way for this project is not entirely completed, but it is nearly so, and for the parcels remaining to be acquired rights have been obtained to occupy and use the parcels. We, therefore, ask you to concur in awards of contract as follows, the awards to be made as of January 31, 1939:

Contract for overcrossing structure and for structure over Lyons Avenue - Award to be made to Mountain States Construction Co., Eugene, on its bid of $135,970.

Contract for grading approaches and paving intersecting streets - Award to be made to Roy L. Houck, Salem, on his bid of $113,461.50.

With reference to the top soil materials proposed to be stockpiled in connection with this project, we obligate ourselves to use the materials, at some future date, on a federal aid roadside improvement project in the vicinity, with the understanding that when they are so used the cost of the original excavating and stockpiling will be accepted as a participating part of the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
S. H. Probert
Office Engineer

SHP:ER

January 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 11 authorizing the advertising of Oregon FAGM 56-D (1), the Albany Overcrossing.

We also advised that concurrence in award must be withheld pending notification that all rights of way were secured.

Also, mention was made of the stockpiled top soil. We were under the impression that this top soil was to be later used on this project in roadside improvement and requested prior approval from the Chief of Bureau. We are now in receipt of wire advice that this stockpiled top soil will be eligible for Federal participation for use under a subsequent roadside improvement if the State will obligate itself to use this material on this project at a future date.

We are therefore ready to concur in the award of the contracts pertaining to this project as soon as the right of way is cleared.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 25, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon FAGM 56-D (1), the Albany Overcrossing.

As this project is financed from two fiscal years' funds, it will be necessary when submitting the agreement estimate to show the total cost, Federal funds, and miles for each fiscal year's funds, separately. We presume you will close out the 1938 funds on this project.

On future projects it is requested that your certification as to status of right of way requisition, required by General Administrative Memorandum No. 68, be submitted in quadruplicate with the P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 16 1939
OREGON
STATE HIGHWAY COMMISSION

January 11, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplemental P.S.& E. documents for Oregon Federal Aid Grade Crossing project FAGM 56-D (1) (on F.A.System), the Albany section of the Pacific Highway, overcrossing of the Southern Pacific Railway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending notification that right to occupy all rights of way is secured.

We are returning one copy of the estimate showing the amount of Federal Funds requested, revised in accordance with Mr. Davis' conversation with Mr. Probert.

On pages 4, 7 and 11 of the special provisions the stockpiling and payment for top soil from the borrow pit is provided for, the measurement to be in stockpile. The statement is also made that this is for the later use by the State. Federal funds are not available for such work and this item should be shown as non-participating on the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

January 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Albany Overcrossing Section, Project No. FAGM 56-D (1) (on FA System).

Five bid proposals each for roadwork and structures and five sets of blueprint plans are being sent under separate cover.

All rights of way have been secured, except one parcel for which it is now believed that the right to occupy the property will be available prior to receiving bids for the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 56-D (1)
(On F. A. System)

ALBANY OVERCROSSING SECTION OF THE PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 6, 1939

Roadway

All Required		Clearing and Grubbing		$ 1,000.00
1,050	cu. yds.	Trench Excavation, 0' to 6'	$ 1.00	1,050.00
420	cu. yds.	Trench Excavation, 6' to 12'	2.50	1,050.00
7,000	cu. yds.	Top Soil Excavation	.20	1,400.00
273,500	cu. yds.	Excavation, Single Classification	.38	103,930.00
950	sq. yds.	Removal of Old Pavement	.30	285.00
1,200	lin. ft.	Removal of Curbs and Gutters	.10	120.00
1,150	sq. yds.	Removal of Sidewalks	.20	230.00
500	lin. ft.	8" Porous Drain Tile	.50	250.00
200	lin. ft.	8" Sewer Pipe	.60	120.00
1,000	lin. ft.	12" Sewer Pipe	.80	800.00
4	only	Special Sections of 8" Pipe	1.50	6.00
4	only	Special Sections of 12" Pipe	2.50	10.00
650	lin. ft.	12" Concrete Pipe	1.00	650.00
90	lin. ft.	18" Concrete Pipe	2.00	180.00
200	lin. ft.	36" Concrete Pipe	5.50	1,100.00
5	only	Adjusting Catch Basins	5.00	25.00
14	only	Concrete Catch Basins	25.00	350.00
4	only	Concrete Catch Inlets	15.00	60.00
3	only	Concrete Manholes	80.00	240.00
28	cu. yds.	Cement Rubble Masonry	10.00	280.00
164	cu. yds.	Concrete Curbs and Gutters	14.00	2,296.00
400	sq. yds.	Concrete Sidewalks	1.50	600.00
3	cu. yds.	Class "A" Concrete	25.00	75.00
160	lbs.	Metal Reinforcement	.06	9.60
32	lin. ft.	Metal Pipe Handrail	1.00	32.00
130	lin. ft.	Cable Guard Fence	1.25	162.50
70	only	Concrete Sight Posts	3.00	210.00
90	cu. yds.	Gravel or Rock Backfill in Drains	2.00	180.00
3,200	cu. yds.	Gravel Subbase	.60	1,920.00
800	cu. yds.	Rock Base	1.50	1,200.00
15	cu. yds.	½" - 0" Rock in Footpaths	2.00	30.00
100	cu. yds.	Filler	.40	40.00
100	yd. mi.	Hauling Filler	.15	15.00

2,000	M-gal.	Sprinkling	$ 1.25	$ 2,500.00
1,300	tons	Class "A" Asphaltic Concrete	5.50	7,150.00
450	tons	Cutback Asphalt Wearing Surface	5.50	2,475.00
				$133,406.10

Revision of Water System and Railway System

Contract No. 2110

All Required		Clearing and Grubbing		$ 350.00
400	cu. yds.	Trench Excavation	$ 1.00	400.00
2,300	cu. yds.	Excavation, Single Classification	.55	1,265.00
200	lin. ft.	Removal of Curbs	.15	30.00
700	sq. yds.	Removal of Sidewalks	.25	175.00
340	lin. ft.	8" Sewer Pipe	.60	204.00
25	lin. ft.	8" Cast Iron Soil Pipe	1.00	25.00
20	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.85	37.00
4	only	Concrete Catch Basins	28.00	112.00
50	cu. yds.	Cement Rubble Masonry	10.00	500.00
120	sq. yds.	Concrete Sidewalks	1.75	210.00
60	lin. ft.	Timber Guard Rail	1.20	72.00
550	cu. yds.	3" - 0" Material in Surfacing	1.00	550.00
170	cu. yds.	1" - 0" Material in Surfacing	1.50	255.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.15	7.50
All Required		Moving Timber Box Culvert		40.00
7.0	M-FBM	Untreated Lumber	50.00	350.00
22.0	M-FBM	Treated Lumber	82.50	1,815.00
				$ 6,422.50

Box Culvert and Retaining Wall

153	cu. yds.	Structural Excavation	$ 3.00	$ 459.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
37	cu. yds.	Class "B" Concrete	20.00	740.00
47	cu. yds.	Class "D" Concrete	22.00	1,034.00
9,000	lbs.	Metal Reinforcement	.045	405.00
				$ 2,688.00

All Required	Move and Rearrange R.R. Facilities (R.R. Co. Forces)	$ 23,081.00
All Required	Move and Rearrange Water Mains (Water Co. Forces)	6,830.00
	Subtotal	$172,427
	10% Engr. & Cont.	17,242
	Total	$189,669

Overcrossing Structure (Sta. 427+20 to Sta. 432+72)

745	cu. yds.	Structural Excavation	$ 3.00	$ 2,235.00
60	cu. yds.	Structural Excavation Below Plans	5.00	300.00
473	cu. yds.	Class "B" Concrete	20.00	9,460.00
969	cu. yds.	Class "D" Concrete	22.00	21,318.00
204,000	lbs.	Metal Reinforcement	.045	9,180.00
1,200,000	lbs.	Structural Steel	.075	90,000.00
1,120	lin. ft.	Metal Handrail	6.00	6,720.00
All Required		Electric Wiring and Lighting on Overcrossing Structure		1,200.00
				$140,413.00

Subway Structure (Sta. 441+13 to Sta. 442+53)

202	cu. yds.	Structural Excavation	$ 3.00	$ 606.00
15	cu. yds.	Structural Excavation Below Plans	5.00	75.00
524	cu. yds.	Class "D" Concrete	22.00	11,528.00
126,000	lbs.	Metal Reinforcement	.045	5,670.00
380	lin. ft.	Metal Handrail	6.00	2,280.00
All Required		Electric Wiring and Lighting on Subway Structure		900.00
				$ 21,059.00

Subtotal	$161,472
10% Engr. & Cont.	16,147
Total	$177,619

Length of Roadway	0.451 mile
Length of Structures	0.131 mile
Total Length	0.582 mile
Cost per mile, roadway	$305,187

~~SUMMARY OF FUNDS REQUESTED~~

~~Item~~	~~Total Cost~~	~~1938 FAGM Funds~~	~~1939 FAGM Funds~~	~~Total FAGM Funds~~
~~Roadway~~	~~$189,669.00~~	~~$ - -~~	~~$189,669.00~~	~~$189,669.00~~
~~Structures~~	~~177,619.00~~	~~95,572.35~~	~~82,046.65~~	~~177,619.00~~
	~~$367,288.00~~	~~$95,572.35~~	~~$271,715.65~~	~~$367,288.00~~

Oregon FAGM 56-D (1)
(On F.A.System)

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	1938 FAGM Funds	1939 FAGM Funds	Total FAGM Funds	State Funds
Roadway	189,669.00	-	55,310.35	55,310.35	134,358.65
Structures	177,619.00	95,572.35	82,046.65	177,619.00	-
	367,288.00	95,572.35	137,357.00	232,929.35	134,358.65

September 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of revised special provision page number 27, and additional pages numbers 28, 29, 30 and 31 for the Albany Section, Project No. FAGM 56-D (1) (on F. A. System).

These pages contain an additional specification under the heading "Liability Insurance."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 56-D (1)
(On FA System)

ALBANY SECTION OF THE

PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 6, 1938

Revision of Water System and Railway System

All Required		Clearing and Grubbing	$ - -	$ 120.00
400	cu. yds.	Trench Excavation	1.50	600.00
2,300	cu. yds.	Excavation, Single Classif.	.50	1,150.00
200	lin. ft.	Removal of Curbs	.20	40.00
700	sq. yds.	Removal of Sidewalks	.40	280.00
340	lin. ft.	8" Sewer Pipe	.60	204.00
25	lin. ft.	8" Cast Iron Soil Pipe	2.00	50.00
20	lin. ft.	18" Extra Strength Corr. Iron Pipe	2.50	50.00
4	only	Concrete Catch Basins	30.00	120.00
50	cu. yds.	Cement Rubble Masonry	12.00	600.00
120	sq. yds.	Concrete Sidewalks	2.00	240.00
60	lin. ft.	Timber Guard Rail	1.00	60.00
550	cu. yds.	3" - 0" Material in Surfacing	1.50	825.00
170	cu. yds.	1" - 0" Material in Surfacing	2.00	340.00
50	cu. yds.	Filler	.50	25.00
50	yd. mi.	Hauling Filler	.20	10.00
All Required		Moving Timber Box Culvert		100.00
7.0	M-FBM	Untreated Lumber	60.00	420.00
22.0	M-FBM	Treated Lumber	110.00	2,420.00
				$ 7,654.00
All Required		Moving and Rearranging Railway Facilities (R. R. Co. Forces)		$23,081.00
All Required		Moving and Rearranging Water Mains (Water Company Forces)		$ 6,830.00
		Subtotal		$37,565
		10% Engr. & Cont.		3,756
		Total		$41,321

FAGM Funds Requested- $41,321

ALBANY GRADE SEPARATION PROJECT

Reimbursable Items and Estimate of Cost

Summary of Estimate - To Be Paid For By State

JOB "A"	Work at Railroad Street	$ 4,088
JOB "B"	Work at Lafayette Street	2,970
JOB "C"	Work at Roundhouse	5,619
JOB "D"	Culvert and Drainage Work	1,441
JOB "E"	Move Buildings, Driveways, Etc.	1,737
JOB "F"	Temporary Signal Work	710
JOB "G"	Permanent Signal Work	3,286
JOB "H"	Telephone and Telegraph Lines	3,230
JOB "K"	Engineering and Inspection	4,188
	TOTAL RECOLLECTIBLE	$27,269

See Note - Jobs "I" and "J" cover property purchase and sale and are not included in above summary.

(Use) $27,269.00 - $4,188.00 $23,081.00

ALBANY GRADE SEPARATION PROJECT

Unit	Quantity	Description		Cost Labor	Cost Material	
		RECOLLECTIBLE ITEMS				
		JOB "A" - At Railroad St. remove 2380 ft. of track including 5 switches, and construct 960 ft. warehouse track, including 1 switch				
Cu.Yds.	400	Ballast	at 50¢		$200	
Tr.Ft.	960	Place Ballast and Surface	25¢	$ 238		
Tr.Ft.	960	Lay Track	at 25¢	238		
Ea.	1	Place Switch		60		
Ea.	1	Place Bumper		15	10	
		Miscellaneous		100		
		Freight			132	
		5.75% R.R. pension and SS. tax		37		
		10% WC and PL Ins.		65		
		10% Contingencies		75	34	
				828	376	
						$1,204
		JOB "A" (Cont'd) - Install 600 Tr.Ft. guard rail on 3 tracks under CH structure.				
L.F.	1200	SH 90# rail 16.07 GT	at $20		320	
Ea.	6	Guard Rail Points			36	
Ea.	40	SH 90# Cont. Joints	at 85¢		34	
Ea.	500	SH 90# Tie Plates	at 14¢		70	
Lbs.	1000	Track Spikes	at 3½¢		35	
Ea.	160	Nut Locks	at 5¢		8	
Lbs.	240	Track Bolts & Nuts	at 4¢		10	
Tr.Ft.	600	Labor place	at 25¢	150		
		Miscel.		50	50	
		Freight			25	
		5.75% RR Pension & SS Tax		12		
		10% WC & PL Ins.		20		
		10% Contingencies		23	59	
				255	647	
						$ 902

Sheet 2

Unit	Quantity	Description	Cost Labor	 Material	
JOB "A" (Cont'd) - Remove Tracks					
Tr.Ft.	2880	Remove tracks at 20¢	$ 576		
Ea.	5	Remove switches at $25	125		
Tr.Ft.	420	Shift and Reballast siding	168	$ 50	
Ea.	2	Shift Cross-arms	400	50	
		Miscel.	100	50	
		Freight		66	
		5.75% RR Pension and SS Tax	79		
		10% WC and PL Ins.	157		
		10% Contingencies	158	22	
			$1,744	$238	$1,982
		TOTAL JOB "A"			$4,068
JOB "B" - Lafayette St., construct 950 ft. east leg of wye, 50 ft. extension to west leg of wye, 600 ft. connection between legs of wye and shift 600 ft. of the west leg of wye.					
Cu.Yds.	700	Gravel Ballast at 50¢ (State privileged to contract grading & ballast)		350	
Tr.Ft.	1600	Lay Track 25¢	400		
Tr.Ft.	1600	Place Ballast & Surface 25¢	400		
Ea.	4	Install Switches $60	240		
Tr.Ft.	600	Shift & Reballast 45¢	240	150	
Ea.	1	Shift switch	75	15	
Ea.	4	Remove ties & Rail displaced by switches	100		
		Miscel.	100	50	
		Freight		335	
		5.75% RR Pension & SS Tax	89		
		10% WC & PL Ins.	156		
		10% Contingencies	180	90	
			$1,980	$990	
					$2,970

Unit	Quantity	Description		Cost Labor	Cost Material	
JOB "C"-		Construct, Shift & Rearrange tracks at Roundhouse 1- Const. 410' spur connec. incl 1 switch 2-Shift 510' connec. to Albany Door, incl. 1 switch 3- " 300' W. leg wye, incl. 1 switch, remove 41 ft. 4- " 267' T.T. lead, incl, 1 switch, remove 32 ft. 5- " 285' Rip track, incl. 1 switch, remove 31 ft. 6- " 744' E. leg wye, incl. 1 switch 7-Remove 350' spur, old house track 8- " 283' spur, Albany Door, incl. 1 switch 9- " 427' spur, tail track on Lafayette St.				
Cu.Yds.	1050	Grading		788		
L.F.	100	12" culvert pipe		60	110	
Cu.Yds.	960	Gravel	at 50¢		480	
Tr.Ft.	410	Lay Track	at 25¢	103		
Tr.Ft.	410	Ballast & Surface	at 25¢	103		
Tr.Ft.	2106	Shift Track	at 40¢	842		
Ea.	4	Shift switches	at $60	240		
Tr.Ft.	1264	Remove tracks		253		
Ea.	1	Remove switch		25		
		Drainage		100	50	
		Miscel.		100	50	
		Freight			400	
Ea.	1	80# track crossing frog		80	900	
		5.75% RR Pension & SS Tax		155		
		10% WC & PL Ins.		269		
		10% Contingencies		312	199	
				3430	2189	
						$5619
JOB "D"-		Culvert and Drainage Work				
L.F.	80	2x3 creo. box culvert		75	85	
L.F.	40	2x3 creo. box culvert		93	113	
L.F.	66	36" corr. iron pipe		330	345	
		Miscel.		100	50	
		Freight			25	
		5.75% RR Pension & SS Tax		34		
		10% WC & PL Ins.		60		
		10% Contingencies		69	62	
				761	680	
						$1441

Sheet 4

			Cost		
Unit	**Quantity**	**Description**	**Labor**	**Material**	
JOB "E" - Move Icing Platforms, Driveways, Hydrants, Etc.					
Ea.	2	Move tool houses	80	20	
Ea.	1	Move Icing platform	125	50	
		Relocate driveway	50	50	
Ea.	2	Move fire hydrants	175	175	
Ea.	2	Move section buildings	500	100	
		Miscel.	50	50	
		5.75% RR Pension & SS Tax	56		
		10% WC & PL Ins.	98		
		10% Contingencies	113	45	
			1247	490	$1737
		TOTAL JOB "E"			
JOB "F" - Temporary Signal Work					
Ea.	1	2-arm SH signal	125	350	
		Remove present signal apparatus, rearrange circuits, etc.	250	200	
		Miscel		44	
		Freight		25	
		5.75% RR Pension & SS Tax	22		
		WC & PL Ins. (10%)	38		
		10% Contingencies	44	62	
			479	681	$1160
Less Salvage Recovered from above Signal Work					
Ea.	1	Signal Bridge		200	
Ea.	1	2-arm Signal		200	
		Miscel. Material		50	
				450	450
					$710
		TOTAL COST JOB "F"			
JOB "G" - Permanent Signal Work					
Ea.	1	Cantilever Signal Bridge	400	700	
Ea.	1	2-arm Signal SH	100	350	
Ea.	6	Rewire switches	180	240	
Ea.	1	Track Circuit	50	80	
Lot		Line Circuits	20	40	
Lot		Reinstall reused material	150	200	
		Freight		175	
		Miscel.		160	
		5.75% RR Pension & SS Tax	52		
		10% WC & PL Ins.	90		
		10% Contingencies	104	195	
			1146	2140	$3286
		TOTAL JOB "G"			

Sheet 5

Unit	Quantity	Description	Cost Labor	Material	
JOB "H" - Telephone & Telegraph Work					
		Temporary & Permanent Lines	1500	1200	
		5.75% RR Pension & Tax	86		
		10% WC & PL Ins.	150		
		10% Contingencies	174	120	
			1910	1320	
		TOTAL JOB "H"			$3230
JOB "K" - Engineering & Inspection			3600		
		5.75% RR Pension & SS Tax	207		
		10% Contingencies	381		
			4188		
		TOTAL FOR "K"			$4188

NOTE: - JOB "I" - Covers property to be acquired from State by Railroad Company

JOB "J" - Covers property to be sold to State by Railroad Company

These not included in this estimate account handled as separate transaction.

ESTIMATE OF COSTS INVOLVED IN PROPOSED CHANGES IN WATER MAINS DUE TO RELOCATION OF HIGHWAY OREGON 99 E THROUGH ALBANY, OREGON

The following installations and reinstallations include labor costs. The labor for the fittings is included with the labor for pipe line installation and reinstallation.

8th St. - Baker to Jackson - Remove 1063' - 12" & 10" pipe at $1.00		$1,063.00
8th St. - Baker to Jackson - Install 1063' - 10" pipe ($1.00 & $1.92)		3,103.96
Jackson St. - 8th to 9th - Lay 250' - 12" (Old pipe - New lead) at ($1.10 & .12)		305.00
Moving pipe on Item #3		20.00
9th St. - Jackson to Lafayette - 200' - 12" (Old pipe - New lead) at ($1.10 & .12)		244.00
Moving pipe on Item #5		16.00
9th St. - Jackson to Lafayette - 613' - 10" (Old pipe - New lead) at ($1.00 & .10)		674.30
Moving pipe on Item #7		40.00
9th St. - Jackson to Lafayette - 127' - 10" Pipe ($1.00 & $1.96)		375.92
Lafayette St. - 9th to 8th St. - 250' - 10" Pipe ($1.00 & $1.96)		740.00
Hauling 1440' New 10" Pipe		108.00
8th St. - Jackson to Lafayette - Remove 940' - 10" Pipe at $1.00		940.00
Hauling Item #12 to storage yard		65.80
Labor, Lead, etc. - 2 - 4" gate valves, Relocating Hydrants - 8th at Thurston and Sherman, 9th and Lyon		89.00
2 - 12" Gate Valves	at $117.70	235.40
2 - 10" Gate Valves	at 53.75	107.50
2 - 4" Gate Valves	at 15.00	30.00
3 - 12" x 10" Reducers	at 19.25	57.75
1 - 12" x 4" Reducers	at 10.25	10.25
1 - 12" Cross	at 58.75	58.75
1 - 12" Plug	at 3.50	3.50
2 - 10" Tees	at 32.98	65.96
1 - 10" x 10" x 4" Tee	at 32.98	32.98
1 - 10" x 10" x 6" Tee	at 32.98	32.98
4 - 10" Dresser Couplings	at 8.75	35.00
3 - 6" Dresser Couplings	at 5.82	17.46
1 - 10" x 4" Reducer	at 12.95	12.95
1 - 10" Plug	at 2.75	2.75
Subtotal - Material, Labor and Cartage		$8,488.21
Credit 940' - 10" Pipe 8th St. - Jackson to Thurston	Cr.	1,658.16
		$6,830.05
	(Use)	$6,830.00

September 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For use in connection with the Albany Grade Separation Project, we are sending herewith a copy of the opinion of our Attorney, relative to the obligation of the State to reimburse the Mountain States Power Company for the moving of its pipe lines and water mains.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. B. Glaisyer

Encl.

FORM S-H-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

September 6, 1938

Mr. G. S. Paxson,

Office.

Dear Sir:

I am advised that there is involved in the grade separation and street improvement project under consideration in Albany the question of the cost of moving and reinstating certain pipe lines and water mains owned by the Mountain States Power Company, and which are located in streets which are involved in the contemplated highway improvement. The issue presented is whether or not the cost of changing and reinstating the water mains and pipe lines is an obligation of the Mountain States Power Company, the City of Albany, or the State of Oregon.

I am advised by the City Attorney of Albany and by the attorney for the Mountain States Power Company that if the City of Albany were, as a municipality, to make the improvement contemplated, the obligation with respect to the cost of changing and reinstating the water mains and pipe lines would be a municipal obligation rather than an obligation of the Mountain States Power Company. I am likewise advised by the City Attorney that the City would not have agreed with the State Highway Commission relative to the change of grade incident to the said public improvement unless it had been definitely understood that the State would assume the cost and expense incident to such change of water mains and pipe lines, and thus relieve the City of any such obligation. The project could not have been undertaken in the first instance unless the State had assumed the cost of changing the water mains and pipe lines, and, therefore, if the project is to be carried through, the State must assume the obligation.

I am advised that the State is willing and has orally agreed to assume that obligation if it can legally do so. In my opinion if the obligation in the first instance is one which would have fallen upon the City had the City been doing the contemplated street and highway improvement, then the Highway Commission is by law authorized to take over and assume that obligation.

Therefore, based upon the representations made to this office by the City Attorney of Albany and by the attorney for the Mountain States Power Company, it is my opinion that the cost of altering and changing water mains and pipe lines in connection with the said public improvement is an obligation which the Highway Commission, for the State of Oregon, may legally assume, which cost and expense may be included as a part of the cost of the project.

JMD:PW

Yours very truly,

cc R. H. Baldock
S. H. Probert

J. M. DEVERS

September 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for revision of the water and railway systems at Albany in connection with the proposed Albany Grade Separation Project, Project No. FAGM 56-D (1) (on F. A. System.)

Under separate cover is being sent the following:

5 copies of bid proposal
5 sets of blueprint plans
3 copies of executed agreement with Southern
    Pacific Company
3 copies of agreement with Mountain States
    Power Company

The agreement with the Mountain States Power Company is not signed, and these advance copies are being submitted to permit approval of the project for advertising for bids. Additional copies of the executed agreement will be submitted later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

ESTIMATE OF COSTS INVOLVED IN
PROPOSED CHANGES IN WATER MAINS DUE TO RELOCATION OF
HIGHWAY OREGON 99 E THROUGH ALBANY, OREGON

The following installations and reinstallations include labor costs. The labor for the fittings is included with the labor for pipe line installation and reinstallation.

8th St. - Baker to Jackson - Remove 1063' - 12" & 10" pipe at $1.00			$1,063.00
8th St. - Baker to Jackson - Install 1063' - 10" pipe ($1.00 & $1.92)			3,103.96
Jackson St. - 8th to 9th - Lay 250' - 12" (Old pipe - New lead) at ($1.10 & .12)			305.00
Moving pipe on Item #3			20.00
9th St. - Jackson to Lafayette - 200' - 12" (Old pipe - New lead) at ($1.10 & .12)			244.00
Moving pipe on Item #5			16.00
9th St. - Jackson to Lafayette - 613' - 10" (Old pipe - New lead) at ($1.00 & .10)			674.30
Moving pipe on Item #7			40.00
9th St. - Jackson to Lafayette - 127' - 10" Pipe ($1.00 & $1.96)			375.92
Lafayette St. - 9th to 8th St. - 250' - 10" Pipe ($1.00 & $1.96)			740.00
Hauling 1440' New 10" Pipe			108.00
8th St. - Jackson to Lafayette - Remove 940' - 10" Pipe at $1.00			940.00
Hauling Item #12 to storage yard			65.80
Labor, Lead, etc. - 2 - 4" gate valves, Relocating Hydrants - 8th at Thurston and Sherman, 9th and Lyon			89.00
2 - 12" Gate Valves	at	$117.70	235.40
2 - 10" Gate Valves	at	53.75	107.50
2 - 4" Gate Valves	at	15.00	30.00
3 - 12" x 10" Reducers	at	19.25	57.75
1 - 12" x 4" Reducers	at	10.25	10.25
1 - 12" Cross	at	58.75	58.75
1 - 12" Plug	at	3.50	3.50
2 - 10" Tees	at	32.98	65.96
1 - 10" x 10" x 4" Tee	at	32.98	32.98
1 - 10" x 10" x 6" Tee	at	32.98	32.98
4 - 10" Dresser Couplings	at	8.75	35.00
3 - 6" Dresser Couplings	at	5.82	17.46
1 - 10" x 4" Reducer	at	12.95	12.95
1 - 10" Plug	at	2.75	2.75
Subtotal - Material, Labor and Cartage			$8,488.21
Credit 940' - 10" Pipe 8th St. - Jackson to Thurston		Cr.	1,658.16
			$6,830.05
		(Use)	$6,830.00

ESTIMATE OF COSTS INVOLVED IN PROPOSED CHANGES IN WATER MAINS DUE TO RELOCATION OF HIGHWAY OREGON 99ETHROUGH ALBANY, OREGON

The following installations and reinstallations include labor costs. The labor for the fittings is included with the labor for pipe line installation and reinstallation.

No.	Item	Unit price		Amount
1.	8th St. Baker to Jackson - Remove 1063'-12"& 10" pipe @ $1.00			$1,063.00
2.	8th St. Baker to Jackson - Install 1063'-10" pipe ($1.00 & $1.92)			3,103.96
3.	Jackson St. - 8th to 9th - Lay 250'-12" (Old pipe - New lead)	@ ($1.10 & .12)		305.00
4.	Moving pipe on Item #3			20.00
5.	9th St. Jackson to Lafayette - 200' - 12" (Old pipe - New Lead)	@ ($1.10 & .12)		244.00
6.	Moving pipe on Item #5			16.00
7.	9th St. Jackson to Lafayette - 613'-10" (Old Pipe - New Lead)	@ ($1.00 & .10)		674.30
8.	Moving pipe on Item #7			40.00
9.	9th St. Jackson to Lafayette - 127'-10" Pipe ($1.00 & $1.96)			375.92
10.	Lafayette St. 9th to 8th St. - 250'-10" Pipe ($1.00 & $1.96)			740.00
11.	Hauling 1440' New 10" Pipe			108.00
12.	8th St. Jackson to Lafayette - Remove 940' - 10" Pipe @ $1.00			940.00
13.	Hauling Item #12 to storage yard			65.80
14.	Labor, Lead, etc.- 2 - 4" gate Valves, Relocating Hydrants - 8th at Thurston and Sherman, 9th and Lyon			89.00
15.	2 - 12" Gate Valves	@ $117.70		235.40
16.	2 - 10" Gate Valves	@ 53.75		107.50
17.	2 - 4" Gate Valves	@ 15.00		30.00
18.	3 - 12" x 10" Reducers	@ 19.25	See attached sheet for proposed locations.	57.75
19.	1 - 12" x 4" Reducers	@ 10.25		10.25
20.	1 - 12" cross	@ 58.75		58.75
21.	1 - 12" Plug	@ 3.50		3.50
22.	2 - 10" Tees	@ 32.98		65.96
23.	1.- 10" x 10" x 4" Tee	@ 32.98		32.98
24.	1 - 10" x 10" x 6" Tee	@ 32.98		32.98
25.	4 - 10" Dresser Couplings	@ 8.75		35.00
26.	3 - 6" Dresser Couplings	@ 5.82		17.46
27.	1 - 10" x 4" Reducer	@ 12.95		12.95
28.	1 - 10" Plug	@ 2.75		2.75
29.	Subtotal - Material, Labor and Cartage			$8,488.21
To Hwy 30.	Credit 940' - 10" Pipe 8th St. Jackson to Thurston - ~~$1,658.16~~			$1658.16
31.	Subtotal			$6,830.05
32.	Engineering, Supervision and Clerical Labor - 5%			341.50
33.	Contingencies and possible increase in cost of Materials - 10%			717.16
34.	Interest during Construction - 60 days @ 6%			78.89
35.	TOTAL			$7,967.60

([illegible])

$6830.00

LOCATION OF FITTINGS
EIGHTH STREET WATER MAIN CHANGE

EIGHTH AND BAKER —	1 - 12" x 10" Reducer 1 - 10" Dresser Coupling 1 - 10" Gate Valve
JACKSON BETWEEN SEVENTH & EIGHTH -	1 - 10" Dresser Coupling
EIGHTH AND JACKSON —	1 - 12" Gate Valve 1 - 12" x 10" Reducer 1 - 10" Dresser Coupling
NINTH AND JACKSON —	1 - 12" Cross 1 - 12" Plug 1 - 12" x 4" Reducer 1 - 4" Dresser Coupling 1 - 12" Gate Valve 1 - 12" x 10" Reducer
NINTH AND THURSTON —	2 - 10" x 10" x 4" Tees 2 - 4" Gate Valves 1 - 4" Dresser Coupling 1 - 10" x 10" x 6" Tee 1 - 6" Dresser Coupling
NINTH & LAFAYETTE —	1 - 10" Tee 1 - 10" x 4" Reducer 1 - 4" Gate Valve 1 - 4" Dresser Coupling 1 - 10" Gate Valve
EIGHTH AND LAFAYETTE —	1 - 10" Tee 1 - 10" Plug 1 - 10" Dresser Coupling

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 3, 1938

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Herewith three copies of the agreement between the Southern Pacific Company and the State covering the construction of the Albany Overcrossing. These agreement are copies of the fully executed originals.

Also three copies of the proposed agreement between the Mountain States Power Company and the State covering the moving of the pipe line between Baker Street and Lafayette Street on this project. These agreements are mutually satisfactory to the power company and the state and I am advised by the District Manager of the power company that they will be executed Tuesday and mailed to us for execution by the Commission.

Also three copies of the estimate of cost of moving the water lines.

Also three copies of the estimate of cost submitted by the Southern Pacific Company for all of the railroad reimbursable work to be done in connection with this project.

I believe this is all of the information which you will need from this department in submitting this project to the Bureau of Public Roads.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP DK
Attachments

CONTRACT# [redacted] 2159

FAGM 56-D(1) Albany Sec., Pacific Hwy. 1939
East, Grading & Paving
#2159

June 13, 1944

The Western Union Telegraph Company
722 Market Street
San Francisco, California

Attention - Mr. M. T. Cook
General Manager

Gentlemen:

Receipt is acknowledged of your communication of May 24 enclosing copies of two bills mailed to this department by the Postal Telegraph Company in March 1941. These bills cover certain expense in connection with an underpass constructed at Albany, Oregon, and you make inquiry as to whether or not this department will honor these invoices.

Upon receipt of your communication, the matter was referred to Mr. G. S. Paxson, our Bridge Engineer, and under date of June 1 he rendered a complete report covering the matter. I also asked for a review of the situation by Mr. Devers, our Chief Counsel. I am attaching hereto copy of Mr. Paxson's report to me; also Mr. Devers' report of June 12.

Based on the recitals in Mr. Paxson's report and Mr. Devers' ruling, it would appear that this department is without authority to honor this claim as the moving of these poles was clearly a matter which the Postal Telegraph Company was required to do under their agreement with the Southern Pacific.

If you feel that there are any data which we do not have and which might merit a reconsideration of this matter, we shall be very glad to hear from you; but on the face of the record, we do not believe that we have authority to entertain this claim.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

Enclosures

CBM/k

(Signed in the absence of Mr. McCullough)

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
JUN [illegible] 1944

June 12, 1944

Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

I am returning herewith some letters and an itemized claim in connection with the Postal Telegraph Company's claim for reimbursement for the cost involved in line revisions at the Albany overhead crossing.

My files show that on November 3, 1938, I addressed a letter to Mr. Paxson concerning this same subject in which I discussed the facts as then known to me and expressed my opinion with respect to the obligation, liability or authority of the State to pay the Postal Telegraph Company's claim.

Again on December 17, 1942, I addressed a letter to Mr. Paxson concerning the same matter in which I referred to my letter of November 3, 1938, and I again pointed out that the Southern Pacific Company could require the Postal Telegraph Company to readjust its facilities to conform to the needs of the railroad company and do so without cost to the railroad company.

It appears from information contained in Mr. Paxson's letter to you under date of June 1, 1944, that the Southern Pacific Company gave to Mr. Paxson the following information:

> "Under date of December sixth we advised the Postal Telegraph Cable Company that our existing agreement with them requires them to make any necessary shifts of their pole line on our right of way at no expense to the railroad company."

Under all of the circumstances and in the face of the record, it appears to me that the Postal Telegraph Company cannot require the State to reimburse it for the cost incident to the rearrangement of any of its facilities which occupied at that time public streets or highways or the railroad right of way.

Yours very truly,

JMDevers
J. M. DEVERS

JMD:PW
Enc.

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1944

SUBJECT: Postal Telegraph Company Line Revisions at the Albany Overcrossing

To: Mr. C. B. McCullough
Asst. State Highway Engineer
Office

L

Dear Sir:

Herewith copy of a letter received from the Western Union Telegraph Company dated May 24, 1944, with reference to an unsettled claim made by the Postal Telegraph Company in connection with their line revisions at the site of the Albany Overcrossing. Attached to this letter are two bills, one in the amount of $147.99 covering labor and material, and the other in the amount of $110.62 covering engineering, supervision, and travel expenses of the engineering personnel; the total of these two bills being $258.61.

At the time the Albany Overcrossing was built, the Postal Telegraph Company was operating as a separate organization. Since that time the Postal Telegraph Company and the Western Union Telegraph Company have merged and, apparently, the business is now being carried on under the direction of the Western Union Telegraph Company.

Our work at Albany included the placing of considerable embankment material upon right of way and property owned by the Southern Pacific Company and necessitated the moving of 17 telegraph poles belonging to the Postal Telegraph Company. Six of these poles were on the Southern Pacific right of way; the remaining 11 poles were on city streets in Albany. The matter first came up in October of 1938, and under date of October 8 of that year I wrote Mr. S. E. Bull, District Foreman for the Postal Telegraph Company, requesting him to move two of these poles immediately so that our grading work could proceed. Mr. Bull asked who would pay the cost of such movement, and he was advised that this would depend upon the wording of the franchizes, both from the City of Albany and from the Southern Pacific Company. I wrote to the Southern Pacific Company and obtained from them a copy of their agreement with the Postal Telegraph Company. This copy is in our files. The agreement with the Southern Pacific Company provides that the Postal Telegraph Company must move or rearrange their facilities at any time the property which they are occupying is needed for railroad purposes. The matter was taken up with Mr. Devers, who advised that since we were not a party to this agreement, we could not compel the Postal Telegraph Company to move at their own expense, but that the railroad could, if they so desired, force the Postal Telegraph Company to move.

On November 5, 1938, I wrote to the Southern Pacific Company calling their attention to the provision in this agreement which gives them the right to require the movement of the Postal Telegraph Company's facilities and asking that, since this project was for the mutual benefit of the State and the Railroad Company, they request the Postal Telegraph Company to revise their facilities so that the work could go on. Under date of January 3, 1939, the Southern Pacific Company replied as follows: "Under date of December 6, we advised the Postal Telegraph Cable Company that our existing agreement with them requires them to make any necessary shifts of their pole line on our right of way at no expense to the railroad company."

On this ground we held that the Postal Telegraph Company could not be reimbursed with State or Federal funds. The Postal Telegraph Company disagreed with this ruling and repeatedly billed us for the cost of the work. In order to get the matter settled, we finally agreed to submit the billing to the Public Roads Administration for their audit and determination as to whether these costs were reimbursable under the terms of Public Roads Administration Memorandum No. 39. By this time, however, all Federal funds set up for this project had been exhausted, and the Public Roads Administration refused to rule on the bill on the grounds that there was no money even though it were reimbursable.

We have made up a voucher covering the bill and are holding it pending receipt of a ruling. The entire matter was then turned over to Mr. Devers in my letter of November 16, 1942, and I find a note in the Accounting Department files saying this voucher was cancelled by rule of the Legal Department. I do not know whether Mr. Devers advised the Postal Telegraph Company that we were definitely rejecting the claim, but his files may show some action toward that end.

Although we have no very good field check on the time and materials used in the line revision, I believe that the billing is essentially correct. It seems to me that the matter is one for Mr. Devers to rule on, that is, as to the legality of reimbursing the Postal Telegraph Company.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP GM
Attached
cc (1)

1

THE WESTERN UNION TELEGRAPH COMPANY

Pacific Division

San Francisco 8

May 24, 1944
File 10-9-Oregon State
Highway Commission - PZ-7

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission,
Salem, Oregon.

COPY

Dear Sir:

I am enclosing for your ready reference copies of two bills mailed to you by Postal Telegraph Company in March 1941 covering expense in connection with an under-pass at Albany, Oregon.

The last letter we have from you on our file was written on March 14, 1942, at which time you indicated that the Public Roads Administration had not as yet given you a ruling and reimbursement for these items, but that you expected it sometime in the near future.

As these accounts are all being handled from this office, any correspondence or payments in connection therewith should be addressed in my care. I shall appreciate hearing from you at this time, as to whether or not we may expect early settlement of these items.

Very truly yours,

M. T. Cook (signed)

ING. PLEASE REFER TO BILL NUMBER

FORM 2

San Francisco, March 10, 1941

BILL NO. 2 PP 35-41

Oregon State Highway Commission - Salem, Oregon.

Postal Telegraph-Cable Company

POSTAL TELEGRAPH . MACKAY RADIO . COMMERCIAL CABLES
ALL AMERICA CABLES

SEND GIFT
MONEY ORDERS
BY
POSTAL
TELEGRAPH

PLEASE MAIL CHECK TO

M. T. Cook, General Manager, The Western Union Telegraph Company, 722 Market Street
San Francisco, Calif.

P2088-59

To the expense of rearranging a portion of our line in the city limits of Albany, Oregon due to highway changes at that point under FAGH-56-D.

LABOR:			
24 hours lineman	@ .5847	14.04	
32 hours groundman	@ .625	20.00	
56 hours groundman	@ .7118	39.86	
8 hours lineman	@1.0025	8.02	
4 hours lineman	@ .6725	2.69	
8 hours groundman	@ .5425	4.34	
8 hours groundman	@ .5000	4.00	
Total Labor			92.95
Social Security and Unemployment 4% of 92.95			3.72
MATERIAL:			
1-55' TWC Pole	@ 7.55	7.55	
1-Everstick 3 way 8" Anchor	" 1.34	1.34	
1-4 ft. Anchor Log	" .50	.50	
4-3 bolt Guy Clamps	" .42	1.68	
2-Guy Hooks	" .14	.28	
4-Strain Plates	" .13	.52	
2-5/8" x8' Anchor Rods	" 1.82	3.64	
2-1/2" x 4½" Fitter Drive Screws	" .05	.10	
100 ft. 6M STRAND	" .019	1.90	
Total Material			17.51
OTHER EXPENSE:			
504 Miles Truck usage	@ .05	25.20	
83 Miles trailer usage	.03	2.49	
7 lunches	.50	3.50	
Freight on Material		2.62	
Total Other Expenses			33.81
Total Cost of Rearrangements			147.99

TELEPHONE YOUR TELEGRAMS TO **Postal Telegraph**

ING. PLEASE REFER TO BILL NUMBER

FORM 908

San Francisco March 11, 1941 19

BILL NO. 2 PP-56-41

OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON

Postal Telegraph-Cable Company

POSTAL TELEGRAPH . MACKAY RADIO . COMMERCIAL CABLES
ALL AMERICA CABLES

SEND GIFT
MONEY ORDERS
BY
POSTAL
TELEGRAPH

PLEASE MAIL CHECK TO

M. T. COOK, GENERAL MANAGER, 722 MARKET ST SAN FRANCISCO

P2066-39

To the Supervision Expense in connection with rearrangements of our line in the city of Albany, Oregon due to Highway changes covered by FAGN 56-D

Engineering Labor:			
32 hours @ .8866		28.37	
Supervision		7.09	
Social Security and Unemployment Com. 4% of 28.37		1.13	
Other Expenses:			
1450 miles auto usage @ .05	72.50		
Meals for Engineer	1.53	74.03	
Total other expenses			
Total Engineering Costs.			$110.62

TELEPHONE YOUR TELEGRAMS TO Postal Telegraph

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1942

SUBJECT:

To: Mr. J. M. Devers
Chief Attorney
Office

Dear Sir:

During the construction of the Albany Overcrossing Project, it became necessary to have the Postal Telegraph Company remove and relocate a considerable number of their poles. The poles in question were located on the Southern Pacific Company right of way. The Postal Telegraph Company is on the Southern Pacific Company right of way only by sufferance. They have no franchise from the Southern Pacific Company. At the time this work was done, we held that the Postal Telegraph Company must move these poles at their own expense. The Postal Telegraph Company did not concur in our ruling, and we finally agreed to accept their billing and present it to the Public Roads Administration for audit as to reimbursability under the grade separation program. The Albany Overcrossing overran the amount of funds set up by the federal government, and since the invoice of the Postal Telegraph Company was one of the last invoices submitted, the Public Roads Administration refused to rule on the bill on the grounds that there was no money for its payment even if it were reimbursable.

We are still holding this claim in our files, and I would ask your opinion on the matter so that it can be presented to the Highway Commission. I am attaching the invoice and unsigned voucher so that the entire record can be kept together. Our resident engineer has examined and approved the amount of the claim. The whole question is one of the principle involved.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:GF
Attached
cc: C. B. McCullough

RECEIVED
UU OCT 16 1941
FOR FILING

FAGM-56-D-1

Oct. 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of October 4, 1941, we are enclosing herewith four copies of excerpt from the minutes of the meeting on April 3, 1941 of the State Highway Commission, granting an extension of time to October 26, 1940, for work under contract No. 2159, Albany Overcrossing Section, Project No. FAGM 56-D (1) (en).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

EXCERPT FROM MINUTES OF MEETING ON APRIL 3, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

Roy L. Houck, contract No. 2159, for grading and paving the Albany Overcrossing Project on the Pacific Highway East, in Linn County, requested an additional extension of time, from July 23 to October 26, 1940, within which to complete this job. He alleged that he failed to complete the project within the specified time limit for the following reasons: unsuitable weather conditions during the spring of 1940 which necessitated closing down the work at the request of the engineer; award to him of the contract for grading and paving the Albany Section, resulting in the necessity to work both jobs simultaneously; and extra time needed for the drying-up of soft spots that developed in the grade. The Engineer advised that this contract was awarded by the Commission on January 31, 1939, and the date of completion specified in the contract was December 31, 1939. Further, that the Commission previously extended the time limit to July 23, 1940, without penalty, because of bad weather conditions which necessitated the closing down of the work in the spring. At the time of resuming the work in 1940 it was concluded that better results would be obtained if the finishing of the fills of the grading project were deferred until the pavement had been laid, and as a consequence the overcrossing project was not completed within the extended time limit. He further advised that the state received a better job by reason of delaying the finishing of the fills until the pavement was completed and, in view thereof, he recommended that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the excerpt from the minutes of the Highway Commission meeting of December 20, 1939, granting an extension of time of 28 days after resumption of work in connection with your contract No. 2159, Oregon Federal Aid Grade Crossing Project FAGM 56-D (1)(On), the Albany Overcrossing.

Copies of the excerpt were included with the final voucher for the project, and additional copies were sent us with your letter of October 3, 1941, in response to our request of August 27 for copies of an excerpt covering a "second extension of time". Our records indicate that the contractor was ordered to resume work on June 16, 1940, and that he completed the contract on October 26, 1940, a period of 153 days, of which only 28 days are covered by the extension granted December 20, 1939. Presumably a further extension of time was granted since no liquidated damages were assessed for the overrun. Will you please advise if we are in error, or furnish the additional excerpt if the additional extension was granted.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

R.

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[illegible]

October 3, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiries contained in your letter of August 27, 1941, concerning certain items in the final voucher for the Albany Overcrossing Section, Project No. FAGM 56-D (1) (on).

With reference to your inquiry regarding the three catch basins originally planned to be adjusted, but which were removed and replaced with new, the existing ones were not located at the lowest points of the grade line and, to insure proper drainage, these were removed and new ones installed at more advantageous points.

The preliminary engineering items in the Southern Pacific Company's bill mentioned in the third paragraph of your letter were for staking final locations to determine the feasibility of the revised alignment and, in the instance of a crossing frog, to determine the angle and curvature so that fabrication of the frog could be ordered.

In accord with the request contained in the third paragraph of your letter, we are enclosing four copies of an excerpt from the minutes of the meeting on December 20, 1939, granting a time extension to June 1, 1940, for work under contract number 2159.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

EXCERPT FROM MINUTES OF MEETING ON DECEMBER 20, 1939

OF THE OREGON STATE HIGHWAY COMMISSION

Roy L. Houck, Contract No. 2159, for grading and paving the Albany Overcrossing Section of the Pacific Highway East, in Linn County, requested an extension of sufficient time in the spring of 1940 within which to complete this project. The Engineer advised that the contract specified a completion date of December 31, 1939, but the contractor was ordered to close down the work on December 4, 1939, because weather conditions were unsuitable to secure a good finished job. It was his thought that it would take 28 days to finish the work in the spring when weather conditions are favorable, or until June 1, 1940. He recommended, in view of the circumstances, the granting of an extension of time of 28 days after work is resumed in the spring, without penalty, for completing the project. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 22, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 27 requesting certain information in connection with Oregon Federal Aid Grade Crossing Project FAGM 56-D (1)(On), the Albany Overcrossing.

We have received the railroad company's comments regarding the auditor's exceptions to its bill, and will be in a position to forward the voucher for payment as soon as we receive the information requested in our August 27 letter.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon Federal Aid Grade Crossing Project FAGM 56-D (1)(On), the Albany Overcrossing.

The resident engineer's explanation of underrun in quantity of adjusting catch basins states that three "were found unfit for use and new ones were built to replace them". If the locations of the catch basins were such that they could not be used, the building of new ones appears proper, but if their condition was so bad as to require rebuilding, it appears that the work would not be eligible for Federal funds. Will you please advise us more fully concerning the matter.

Will you please furnish four copies of excerpt from the minutes of the Commission meeting regarding the second extension of time for Contract No. 2159. The one furnished with the voucher covers only the period of 28 days after resumption of work on June 16, 1940.

The field auditor has cited the following preliminary engineering costs in the Southern Pacific Company's bill:

June 1938	16 hr. Asst. Engr.	$18.08
	16 hr. Engr. Insp.	11.15
	Expenses	8.05
July 1938	16 hr. Asst. Engr.	18.80
	16 hr. Rodman	10.40
	Expenses	12.50
	Payroll taxes	3.36
		$82.34

It is assumed that the charges are proper, but since they have been cited, we should like to have a statement from you to that effect.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
[illegible] 1941

June 26, 1941

Mr. Roy L. Houck
212 Pioneer Trust Bldg.,
Salem, Oregon.

Dear Sir:

At the meeting of the State Highway Commission held on April 3, 1941, the following action was taken on your request for an extension of time:

"Roy L. Houck, contract No. 2159, for grading and paving the Albany Overcrossing Project on the Pacific Highway East, in Linn County, requested an additional extension of time, from July 23 to October 26, 1940, within which to complete this job. He alleged that he failed to complete the project within the specified time limit for the following reasons:- Unsuitable weather conditions during the spring of 1940 which necessitated closing down the work at the request of the engineer; award to him of the contract for grading and paving the Albany Section resulting in the necessity to work both jobs simultaneously; and extra time needed for the drying-up of soft spots that developed in the grade. The Engineer advised that this contract was awarded by the Commission on January 31, 1939, and the date of completion specified in the contract was December 31, Further, that the Commission previously extended the time limit to July 23, 1940, without penalty, because of bad weather conditions which necessitated the closing down of the work in the spring. At the time of resuming the work in 1940 it was concluded that better results would be obtained if the finishing of the fills of the grading project were deferred until the pavement had been laid and as a consequence the overcrossing project was not completed within the extended time limit. He further advised that the state received a better job by reason of delaying the finishing of the fills until the pavement was completed and in view thereof he recommended that the extension of time now requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

CC - F. D. EASON

a

RECEIVED
JUN 13 1941
PORTLAND

FAGM 56-D-1

June 11, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, four copies each of the bills covering work performed by the Southern Pacific Company and the Mountain States Power Company on the Albany Overcrossing Section, Project No. FAGM 56-D (1) (cn).

These papers were not included with the final voucher sent to you yesterday.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

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MAY 1 1941
FOR FILING

56-4-1

April 30, 1941

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2159 for grading and paving the Albany Overcrossing Section of the Pacific Highway East in Linn County has been completed by the contractor, Roy L. Houck, and that post-final settlement will be made by the state with said contractor on or after May 10, 1941.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $118,665.42, including post-final payment, of which $2,013.23 is for force account work. This contract was completed on October 26, 1940, and accepted by the Commission on April 3, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

R.H.Baldock

April 25th, 1941

F46M 26-E-1

Contract No. 2159

COST ANALYSIS-FINAL REPORT
Albany Grading

NOTED
State Highway Engineer

Prefix 22-1023

Roy L. Houck, Contractor
R. A. Furrow, Resident Engineer

Description	Cost	Quantity	Unit Cost	Unit Price	Gross Revenue
Clearing & Grubbing	$508.55	100%			$1,000.00
Trench Exc., 0-6 Ft.	474.41	936.16 cu. yd.	$0.51	$0.50	468.08
" " 6-12 "	522.67	558.48 " "	0.93	1.00	558.48
Excav., Single Class	108,641.43	281,509.9 " "	0.385	0.32	90,083.17
Removal of Old Pave.	126.46	592.79 sq. yd.	0.21	0.50	296.40
" " Curbs & Gutters	72.68	957.1 lin. ft.	0.08	0.10	95.71
" " Sidewalks	108.60	871.9 sq. yd.	0.12	0.25	217.96
8" Porous Drain Tile	149.68	475 lin. ft.	0.31	0.60	285.00
8" Sewer Pipe	164.26	295.5 " "	0.56	0.60	177.30
12" " "	736.66	895 " "	0.82	0.90	805.50
Special Sections, 8" Pipe	2.29	2 each	1.14	1.25	2.50
12" Concrete Pipe	346.51	542 lin. ft.	0.64	0.80	433.60
36" " "	786.83	192 " "	4.09	4.40	844.80
Adjusting Catch Basins	8.02	1 each	8.02	15.00	15.00
Concrete Catch Basins	298.52	13 "	22.96	20.00	260.00
" Manholes	183.59	4 "	45.90	50.00	200.00
Cement Rubble Masonry	103.67	9.55 cu. yd.	10.85	10.00	95.50
Concrete Curbs & Gutters	2,285.73	166 " "	13.76	15.00	2,490.00
" Sidewalks	372.95	289.3 sq. yd.	1.28	1.40	405.02
Class "A" Concrete	58.99	1.9 cu. yd.	31.04	35.00	66.50
Metal Reinforcement	4.54	88.3 lb.	0.05	0.05	4.42
Metal Pipe Handrail	28.91	34.2 lin. ft.	0.89	1.00	32.40
Cable Guard Fence	55.88	60 " "	0.93	1.00	60.00
Concrete Sight Posts	290.01	72 each	4.02	1.00	72.00

Albany Paving Cost Analysis.

Description	Cost	Quantity	Unit Cost	Unit Price	Gross Revenue
Gravel or Rock Backfill in Drains	$140.89	87 cu. yd.	$1.62	$1.00	$87.00
Gravel Subbase	1,066.87	2,764.4 " "	0.385	0.50	1,382.20
Rock Base	596.50	643.5 " "	0.92	1.00	643.50
Sprinkling	537.97	285 M-Gal.	1.88	1.00	285.00
Class "A" Asphaltic Concrete	7,807.12	1,274.5 Ton	6.12	6.00	7,647.00
Cutback Asphaltic Concrete	3,028.30	495 "	6.11	6.00	2,970.00
PA #1, Concrete Light Posts	161.48	7 each	23.06	25.00	175.00
3/4" Elec. Conduit	198.16	1,153 lin. ft.	0.17	0.20	230.60
Curb Recesses	40.00	100%			40.00
PA #2, Cement Adjustment		- 47 bbl.		2.53	- 118.91
Quantities in Excess of Total Stipulated in Agreement of April 17th, 1939:					
Trench Excavation	504.96	700.32 cu. yd.	0.72	1.00	700.32
Exc., Single Class	999.04	3,761.7 " "	0.26	0.20	752.34
Truck Haul		- 347.1 yd. mi.		0.06	- 20.83
Finishing Roadbed & Slopes	12.00	0.06 Mi.	200.00	200.00	12.00
12" Concrete Pipe	215.63	366 lin. ft.	0.59	0.80	292.80
18" " "		- 253 " "		1.45	- 369.75
24" " "	1,566.94	693 " "	2.26	3.00	2,079.00
Selected Roadbed Topping	545.96	2,110.1 cu. yd.	0.26	0.44	928.44
Deduction - Repairs to Highway					- 32.88
	$133,756.66				$116,652.19

Total Cost $133,756.66

Gross Revenue 116,652.19

Net Loss $17,104.47

Net Loss Equals 14.6% of Gross Revenue

Albany Grading

Detail of Cost

Labor:

Supervision	$2,914.75	
Labor	26,968.69	
State Industrial Accident Insurance	1,845.71	
Unemployment Insurance	896.50	
Social Security	288.42	
		$32,914.07

Material:

8" Porous Concrete Pipe	436.5	lin. ft.	at	$0.10	$43.65	
12" Sewer Pipe	52.5	" "	"	0.32	16.80	
12" Concrete Pipe	908	" "	"	0.39	354.12	
24" " "	693	" "	"	1.60	1,108.80	
36" " "	192	" "	"	3.30	633.60	
Cable Guard	60	" "	"	0.57	34.20	
Concrete Sight Posts	72	each	"	3.00	216.00	
3/4" Conduit	1,153	lin. ft.	"	0.09	103.77	
Crushed 1½"-¼" Rock	48.2	cu. yd.	"	1.25	60.25	
						2,571.19

Sub-Contracts

Warren Northwest, Inc.:

Class "A" Asph. Conc.	1,274.5	tons	at	$5.95	$7,583.28	
Cutback Asph. Conc.	495	"	"	5.95	2,945.24	
						10,528.53

Albany Sand & Gravel Co.:

Trench Excav. 0-6 ft.	122.08	cu. yd.	at	$0.445	$54.32	
" " 6-12 "	558.48	" "	"	0.89	497.05	
Removal of Old Pave.	30.13	sq. yd.	"	0.445	13.41	
8" Porous Conc. Tile	38.5	lin. ft.	"	0.534	20.56	
8" Sewer Pipe	295.5	" "	"	0.534	157.80	
12" " "	842.5	" "	"	0.801	674.84	
Spec. Sections of 8" Pipe	2	each	"	1.11	2.22	
Conc. Catch Basins	13	"	"	22.25	289.25	
" Manholes	4	"	"	44.50	178.00	
" Curb & Gutter	166	cu. yd.	"	13.35	2,216.10	
" Sidewalks	289.3	sq. yd.	"	1.25	361.62	
Class "A" Concrete	0.87	cu. yd.	"	31.18	27.13	
Metal Reinforcement	88.5	lbs.	"	0.05	4.42	
Gravel Backfill	87	cu. yd.	"	0.899	78.21	
Rock Base	643.5	" "	"	0.899	578.51	
Concrete Light Pedestals	7	each	"	22.37	156.59	
Curb Recesses	All				40.00	
						5,350.03

Albany Grading Detail of Cost.

(Balance Brought Forward)		$51,363.80
Equipment Rental, Small Tools & Misc. Supplies:		
Equipment Rental	$39,715.15	
Tires for Tournapulls	13,564.70	
Gas, Oil and Grease	9,645.30	
Small Tools & Misc. Supplies	6,855.61	
Hired Equipment	5,530.51	
Freight & Cartage	3,432.58	
Main Office Expense	2,254.50	
Bond	1,007.67	
Lumber	386.84	
		82,392.86
Total Cost		$133,756.66

Albany Grading

REMARKS:

This contract consisted of borrowing 281,000 cubic yards of material from the Cox Creek gravel pit, 1.6 miles north of the project, and making three separate fills between two overhead structures in the City of Albany. Other incidental work consisted of 1,769 tons of asphalt paving and miscellaneous curbs, sidewalks, catch basins etc. The contract was bid and awarded January 26th, 1939; clearing was started in March, excavation in May, and on December 1st, all material was in place. Due to weather, however, no attempt was made to clean up the job until the following summer.

Under the original terms of the contract the successful bidder was to haul the material to the fill over existing roads, a distance of 2.15 miles. Mr. Houck, however, selected 30 cu. yd. Tournapulls to do the work and because of the extreme size and weight of these machines, it was impossible to use these roads. The State then purchased the right of way of the future location of the Pacific Highway, which ran directly from the project to the east side of the borrow pit. This decreased the hauling distance 0.55 mile, and in consideration thereof the contractor agreed to do $6,600.00 worth of work on this new section at no charge to the State, the value of the work to be based on the following unit prices:

All Clearing	$500.00
Trench Excavation	1.00
Single Class Excavation	0.20
Truck Haul	0.06
Finishing	200.00
12" Concrete Pipe	0.80
18" " "	1.45
Selected Roadbed Topping	0.44

To divert the creek around the borrow pit, the contractor first constructed a small ditch. This proved unsatisfactory to the Nebergall Meat Company because of extreme muddiness and the decreased flow of water due to seepage. The creek was then diverted around the pit to a settlement basin in 2,400 feet of 6" and 8" pipe. To permit the Tournapulls to work in the pit it was then necessary to dig a deep ditch around three sides of the pit so as to lower the water table.

This was one of the first highway projects on which Tournapulls had been used, and because they were still in the experimental stage they were not too satisfactory. All repair parts and a mechanic were furnished free of charge by the Letourneau people, however, and the only cost to the contractor was in lost time. The tires also had not been perfected, and although they cost $1,647.00 each they were guaranteed for 3,000 hours, with a rebate to be made on any hours they did not work to this limit. Even then the total tire cost to the contractor was $13,564.00, or $2.02 per machine hour. Two 30 cu. yd. Tournapulls were used to August 5th, and a 20 cu. yd. Tournapull was then rented to increase the production. Two 96 h.p. tractors were used in the pit to assist loading the machines, and a tractor and sheepsfoot roller were used on the fill for compaction. The hauling road was maintained with a large power blade and a water truck. A total of 6,472 hours were worked by the Tournapulls to move the 281,500 cu. yds. of borrow, for an average of 43.4 cu. yds. per machine hour.

Albany Paving - Remarks.

The loss shown on this contract is due to basing the very low bid on the successful operation of the Tournapulls, which were then in an experimental stage. The loss would have been much greater, however, if the Tournapull manufacturer had not supplied all the repairs and a mechanic at no charge and if the tire company had not given guarantee on the tire operation. Exact figures are not available, but it is estimated that at least $30,000 was spent by the two manufacturers in the upkeep of this equipment.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
APR 12 1941
FOR FILING

FAGM 56-1

April 11, 1941

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2159 for grading and paving the Albany Overcrossing Section of the Pacific Highway East at Albany, in Linn County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the state with said contractor on or after April 21, 1941.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $116,652.19, and that no force account work was performed therein. This contract was completed on October 26, 1940, and was accepted by the Commission on April 3, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DCD:MBL

NOTED
D. G. DeSart

RECEIVED
DEC 10 1940
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAGM 56-D-1

4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 6, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAGM 56-D (1), Albany Overcrossing of the Pacific Highway ________, was made by a representative of this office on November 25, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

ron

D. G. DeSart

RECEIVED
DEC 2 1940
FOR FILING

November 29, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2159, Albany Overcrossing Section of the Pacific Highway East, in Linn County. This payment, in the amount of $9,050.85, will be made on or after December 9, 1940. The retained percentage is $3,502.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:MBL

NOTED
D. G. DeSart

Form E-1—5M—5-40

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 26, 1940

Section Albany

Kind of work Grading & Paving

Highway Pacific East

Section prefix 22-1023

Contractor Roy L. Houck

Contract number 2159

Date of contract Jan. 31, 1939

Date of completion December 31, 1939

Date work started March 22, 1939

Estimated date of completion October 26, 1940

Amount of contract $113,461.50

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $118,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $8850., 7.8 %

Date project was completed October 26, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job was completed on Saturday by doing the few odd jobs remaining.

RECEIVED
OCT 28 1940
DIVISION ENGINEER

NOTED
RAY WEBBER

Signed

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

All Complete

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

R.M.Baldock

56-D-1

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DEC 29 1939
FOR FILING

ALBANY OVERCROSSING SECTION
Grading and Paving
Cost Analysis to November 22, 1939
Contract #2159 Prefix 22-1023
Roy L. Houck, Contractor
R. A. Furrow, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	467.70	All			1,000.00
Trench Excavation, 0'-6' feet	299.48	650 cu.yd.	0.461	0.50	325.00
" " , 6'-12' feet	451.90	490 cu. yd.	0.92	1.00	490.00
Excavation, Single Classification	99,174.52	250,000 cu. yd.	0.393	0.32	80,000.00
Removal of Old Pavement	218.57	600 cu. yd.	0.364	0.50	300.00
Removal of Curbs and Gutters	82.74	850 lin. ft.	0.097	0.10	85.00
" " Sidewalks	145.64	700 sq. yd.	0.21	0.25	175.00
8" Porous Drain Tile	111.86	475 lin. ft.	0.235	0.60	285.00
8" Sewer Pipe	152.17	275 " "	0.553	0.60	165.00
12" " "	730.41	880 " "	0.83	0.90	792.00
12" Concrete Pipe	407.89	500 " "	0.81	0.80	400.00
36" " "	780.83	192 " "	4.07	4.40	844.80
Concrete Catch Basins	297.63	13 each	22.89	20.00	260.00
" Manholes	184.45	4 each	46.11	50.00	200.00
Cement Rubble Masonry	41.61	5 cu. yd.	8.32	10.00	50.00
Concrete Curbs and Gutters	2,213.37	160 cu. yd.	13.83	15.00	2,400.00
" Sidewalks	375.59	290 sq. yd.	1.30	1.40	406.00
Class "A" Concrete	26.13	1 cu. yd.	26.13	35.00	35.00
Metal Reinforcement	5.13	80 lbs.	0.06	0.05	4.00
Gravel Backfill in Drains	85.99	85 cu. yd.	1.01	1.00	85.00
" Sub-base	1,120.00	2,000 cu. yd.	0.56	0.50	1,000.00
Rock Base	641.12	500 cu. yd.	1.28	1.00	500.00
Sprinkle	250.00	250 M. gal.	1.00	1.00	250.00
Class "A" Asphalt	7,826.72	1,274 ton	6.14	6.00	7,644.00

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Cutback Asphalt Wearing Surface	3,040.99	495	ton	6.14	6.00	2,970.00
Concrete Light Posts	100.00	4	each	25.00	25.00	100.00
3/4" Electrical Conduit	120.66	800	lin. ft.	0.15	0.20	160.00
Curb Recesses	41.29		All			40.00
	$119,294.39					$100,965.80

Total Cost	$119,294.39
Gross Revenue	100,965.80
Net Loss	18,328.59

Net loss equals 18.1% of the Gross Revenue

Albany Overcrossing Section
Grading and Paving

Detail Cost of Excavation, Single Classification:

	Total Cost	Total Yardage	Unit Cost	Equipment Used
Strip Pit	1,560.75	252,000	0.006	Tractors & Scrapers
Ditch Pit & Lay Pipe	2,958.19		0.012	Shovel
Construct Hauling Road	3,640.81		0.014	Tractor, Scraper and 30 C.Y. Tournapull
Push Tractors (Used in Pit to Assist Loading)	15,326.37		0.061	2 Tractors
Tournapulls	51,430.46		0.204	2-30 c.y. tournapulls 1-20 c.y. "
Compact Fill	10,381.15		0.042	Tractor, Dozer and Sheepsfoot Roller
Maintain Haul Road	3,084.05		0.012	Tractor, Scraper & Power Blade
Lyons St. Excavation	323.64		0.001	Tractor & Scraper
Railroad Flagmen	783.53		0.003	
Finishing Fill and Hauling Road	3,451.33		0.014	Tractor, Dozer, Scrapers & Blades.
Supervision, Bond and Main Office	6,243.52		0.025	
Move in Tournapulls	1,110.72		0.004	
	$100,294.52	252,000	0.398	

Quantities

Excavation, Single Class	250,000 cu. yd.
Gravel Sub-base	2,000 cu. yd.
Total	252,000 cu. yd.

Note: Quantities are Engineers' estimate as computations are not complete.

Albany Overcrossing Section
Grading and Paving

Labor:

Supervision	$2,914.75	
Labor	26,116,68	
State Industrial Accident Insurance	1,887.04	
Unemployment and Social Security	1,161.26	
		$32,079.73

Materials:

Crushed 1½"-0" Gravel Base	500 cu.yd.	@ $1.25	625.00	
" 1½"-¼" " Backfill	48.2 c.y.	@ 1.25	60.25	
8" Concrete Pipe	475 lin.ft.	@0.10	47.50	
12" " "	500 " "	@ 0.39	195.00	
36" " "	192 " "	@ 3.30	633.60	
				$ 1,561.35

Equipment Rental, Small Tools and Miscellaneous Supplies:

Equipment Rental	31,925.75	
Tires for Tournapulls	17,214.96	
Gas, Oil and Grease	9,598.13	
Hired Equipment	3,606.53	
Small Tools & Miscellaneous Supplies	2,373.56	
Cable for Tournapulls	1,748.55	
Main Office Expense	1,514.49	
Freight and Cartage	1,211.41	
Bond	855.95	
Public Liability and Damage Insurance	290.31	
Lumber	281.14	
		$ 70,620.78

Sub-Contracts:

Warren Northwest, Inc.				
Class "A" Asphalt	1,274 tons	@ 5.95	7,580.30	
Cutback Asphalt Wearing Surface	495 tons	@ 5.95	2,945.25	
				$10,525.55

Albany Sand and Gravel Company					
Trench Excavation 0'-6'	200 c.y.	@ 0.445	89.00		
" " 6'-12'	490 c.y.	@ 0.89	436.10		
Pavement Removal	20 s.y.	@ 0.445	8.90		
8" Sewer Pipe	275 l.f.	@ 0.534	146.85		
12" " "	880 l.f.	@ 0.801	704.88		
Concrete Catch Basins	13 ea.	@ 22.25	289.25		
" Manholes	4	@ 44.50	178.00		
Curbs and Gutters	160 c.y.	@ 13.35	2,136.00		
Sidewalks	290 s.y.	@ 1.25	362.50		
Recesses	All		40.00		
3/4" Electrical Conduit	800 l.f.	@ 0.145	115.50		
				$ 4,506.98	
Total Cost					$119,294.39

Albany Overcrossing Section
Grading and Paving

REMARKS:

This contract was bid and awarded January 26, 1939. Clearing was started in March, excavation in May, and on December 1st, all material was in place. The contract was not completed however as finishing of the fill remained to be done, and it was not possible to do this work during the winter. A shut down order was issued December 1st, and since the specified completion date was December 31st, the contractor will have thirty days next summer in which to complete the contract.

The work consisted of borrowing 273,500 cubic yards of material from the Cox Creek gravel pit, 1.6 miles North of the project, and making three separate fills between two overhead structures in the City of Albany. In addition there were 1,769 tons of asphaltic pavement which were sub-contracted to Warren North West Inc., and miscellaneous, curbs, catch basins, sidewalks, etc., that were sub-contracted to the Albany Sand and Gravel Company.

Under the original terms of the contract, the successful bidder was to borrow the material from the gravel pit and haul it to the project over existing roads, a distance of 2.15 miles. Mr. Houck however selected tournapulls to do the work and because of the extreme size and weight of these machines, it was deemed advisable not to use these roads. The State then purchased the right of way of the future location of the Pacific Highway which ran directly from the project to the East side of the borrow pit. This cut the hauling distance 0.55 miles, and in consideration thereof the contractor agreed to do $6,600.00 worth of work at no charge to the State on this new section, the value of this work to be based on the following unit prices:

All clearing	$500.00
Trench excavation	1.00
Single Class excavation	0.20
Truck haul	0.06
Finish roadbed & slopes	200.00
12" Concrete pipe	0.80
18" Concrete pipe	1.45
Selected roadbed topping	0.44

To divert the creek around the borrow pit, the contractor first constructed a small ditch. This proved unsatisfactory to the Nebergall Meat Company because of extreme muddiness and the decreased flow of water due to loss in seepage. The creek was then diverted around the pit to a settlement basin in 2,400 feet of 6" & 8" pipe. To permit the tournapulls to work in the pit, it was then necessary to dig a large ditch around three sides of the borrow area so as to lower the water table.

Operation of the tournapulls was not too satisfactory as they were still in the experimental stage, and there was considerable lost time because of breakdowns. All repair parts and one mechanic were furnished free of charge by the Letourneau people however, and the only expense to the contractor was in lost time. The tires also had not been perfected, and although they cost $1,647.00 each, they were guaranteed for 3,000 hours, with a rebate to be made on any hours they did not work to this limit. Even then the total tire cost to the contractor was $17,214 or $2.56 an hour per machine. Two, thirty cubic yard tournapulls were used up to August 5th, and a twenty cubic yard tournapull was then rented for $2,000 a month, the first months rent to be free. Two 96 h.p. tractors were used to assist loading these machines, and one 96 h.p. tractor and a sheepsfoot roller were used on the fill for compaction. The hauling road was maintained with a large power blade and a water truck. 6,472 hours were worked by the tournapulls to move the estimated 252,000 cubic yards for an average of 38.9 cubic yards per machine per hour.

The contractor suffered a loss due to a low bid, and the loss would have been much larger if he had been required to pay for all the repairs. The exact figures are not available, but it is estimated that the Firestone Tire Company suffered a loss of from $15,000 to $20,000 because the tires did not meet their guarantee of 3,000 hours wear per tire. LeTourneau also expended between $10,000 to $15,000 for repairs at no cost to the contractor as they wished to keep the contractor satisfied with this new equipment.

The cost to the contractor for moving this borrow material with Tournapulls was less than our estimated cost with shovel and trucks, but the Tournapulls are still in experimental stage and when improvements have been made will operate at much less cost.

Considerable finishing remains to be done on this contract. If final computations increase the yardage to the original estimate of 273,000 cubic yards, the cost of finishing will be absorbed in the increased yardage, and the loss will remain about the same as shown in this report.

E. H. CLYMER
Cost Analyst

By

J. D. Nelson

Albany Overcrossing Section
Grading and Paving

Comparison of Costs by Tournapulls as to Estimated Cost by Shovel and Trucks.

	Tournapulls 252,000 cu. yd.		Shovels & Trucks 252,000 cu. yd.	
	Cost	Unit Cost	Cost	Unit Cost
Divert Creek through 8" pipe & strip and drain Pit	$4,518.94	0.018	$4,518.94	0.018
Construct Haul Road	3,640.81	0.014	——	——
Maintain " "	3,084.05	0.012	3,420.00	0.014
Load	15,326.37	0.061	12,180.00	0.048
Haul Tournapulls. Average haul 1.6 mi. Trucks 2.15 miles.	51,430.46	0.204	65,520.00	0.26
Compact Fill	10,381.15	0.041	11,760.00	0.047
Train Flagmen	783.53	0.003	783.53	0.003
Finish Fill and Hauling Road	3,451.33	0.014	——	——
Supervision and O.H.	6,243.52	0.025	4,500.00	0.018
Move In	1,110.72	0.004	750.00	0.003
Lyons St. Excavation	323.64	0.001	323.64	0.001
	$100,294.52	$0.398	$103,756.11	$0.412

Eighteen contractors bid this contract and their average bid was $0.429 per cubic yard.

The yardage shown is the engineer's estimate, and there may be some change when computations are completed. Any change will affect the cost by tournapulls but not the estimated cost of shovel and trucks.

The tournapulls were an experimental machine when brought to this job, and to induce the contractor to use them, the manufacturer supplied all repair parts and kept a mechanic on the job for the duration of the work. Costs even then were high due to the excessive lost time for repairs. Tires cost $1,647.00 each and were guaranteed for 3,000 hours, a rebate to be given for any time they did not operate this limit. Even then the tire bill was $17,215 or $2.56 per machine hour. However, improvements were made in both the machines and tires while on the job, and it is probable that their future operation will be less costly.

Albany Overcrossing Section
Grading and Paving

Estimate of costs if shovel and trucks had been used and the material had been hauled over existing roads.

If a shovel and trucks had been used on this contract, a shovel of at least 1-1/4 or 1-1/2 cubic yard size and five cubic yard trucks would have been used. The shovel should load out about 150 cubic yards an hour, and for the 252,000 cubic yards a total of 1,680 hours would have been worked. At 21 hours a day, 26 days a month, the job would then have required three months to complete. Stripping and draining of the pit would have cost about the same as the cost for Tournapull operation. Only about 800 feet of hauling road would have had to be built and that paralleling the Pacific Highway beside the borrow pit. The specifications required that the contractor maintain the County roads and City streets in good condition, and it is probable that about $1,500 would have been spent for crushed rock. The estimated cost of truck and shovel operations is as follows:

	Total Yardage	Estimated Cost	Estimated Unit Cost
Move In	252,000 cu.yd.	$750.00	0.003
Lyons Street excavation (Same as for R. Houck)	" " "	323.64	0.002
Strip & Drain Pit (Same as for Roy Houck)	" " "	4,518.94	0.018
Maintain Hauling Road Power Blade 12 hrs. a day for 960 hrs. @ $2.00	" " "	1,920.00	0.007
Rock Hauling Road, Estimate	" " "	1,500.00	0.006
Load with Large Shovel for 1,680 hours @ 7.25	" " "	12,180.00	0.048
Haul. Average 2.15 mi. 5 yd. trucks ave. 3 trips an hour with 4 cu.yd. Pay load would require 13 trucks @ 3.00 per hr.-39.00	" " "	65,520.00	0.26
Handle on Fill. 2 tractors, dozers & sheepsfoot rollers. 3.50 per hr. each	" " "	11,760.00	0.047
Flagmen (Same as Roy Houck)	" " "	783.53	0.018
Supervision and Overhead. $1,500 a month @ 3 months.	" " "	4,500.00	0.018
Total	252,000 cu.yd.	103,756.11	0.412

[illegible]

September 26, 1939

Mr. W. H. Lynch
District Engineer
Public Works Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In regard to violations of Public Act No. 324, 73d Congress, approved June 13, 1934 (48 Stat. 948), on the part of the Roy L. Houck Company, this matter was investigated at a meeting in the office of State Labor Commissioner C. H. Gram with the State Highway Labor Regulations Engineer, Ray Webber, present.

At this meeting it developed that Houck had recently secured two Tournapull scrapers, a new type of excavator being promoted by the LeTourneau people. This type of equipment is not as yet for sale to the general public, and they were using Houck's contract merely as a tryout for this equipment on highway work. Houck used this equipment first for a short time in Klamath County where men were imported or taught to operate the equipment. Upon moving to Albany with the same operators, considerable trouble was encountered due to inclement weather, breakdowns, and the operators securing only part-time work.

The climax of this condition occurred on June 10, when one of the Tournapulls was broken down to such an extent it was taken out of operation for about one week. During this breakdown some of the operators found work elsewhere, leaving the contractor shorthanded. From then until the 26th of June the contractor endeavored to break in additional operators with the experienced men he had left.

While these novices were being taught to operate the Tournapulls, the experienced men worked their own shift and gave some attention to instructing and replacing the beginners during the second shift. It was rather indefinite how much time the experienced operators were actually operating the equipment and how much of the time merely riding with the beginners as instructors, but at any rate Houck agreed to pay them for the full time which they claimed to have worked. This amounted to the following:

William Bell	$27.60
William Slate	24.00
Roy Crain	23.40
Fred H. Stageman	24.00
	$99.00

Checks to that amount were turned over to C. H. Gram, State Labor Commissioner.

Since that time the State Highway Labor Regulations Engineer has made a personal inspection of all Houck's contracts and had personal interviews with many of the men. He was unable to find any other violations on Houck's jobs.

Mr. Houck seemed to feel that since he was using a new and untried equipment on highway work and had lost a great deal of time due to the fact that it was not performing as satisfactorily as expected, that this constituted an emergency and his operators should be expected to assist the other men in keeping the operations moving. This, of course, is a very illogical premise, but Mr. Houck made no objection to paying the men the full wages as soon as the fallacy of the argument was pointed out.

We consider this to be a minor violation of the specifications and that there were some extenuating circumstances in connection therewith.

Very truly yours,

State Highway Engineer

RHB:MK

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SEP 20 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 19, 1939

~~REFERRED~~ TO
Mr Baldock
By Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project No. FAGM 56-D (1), the Albany Overcrossing.

We are in receipt of a letter from our Washington Office, together with copies of correspondence from the Department of Justice, making inquiry as to alleged violation of Public Act No. 324, 73rd Congress, approved June 13, 1934 (48 Stat. 948), on the part of Roy L. Houck Company, contractors on a portion of the above mentioned project.

The violations appear to cover principally the following former employees of Roy L. Houck Co.:

William G. Bell
Leon Slate
Roy F. Crain
Fred H. Stegeman

We would appreciate any information you may have concerning this matter, and as we are requested to submit a report, it may be desirable for someone in this office to contact one of your staff relative to this project. Your views in regard to this would be appreciated.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
[illegible] 1939

R. H. Baldock

Cost Analysis To August 15, 1939

Albany Over Crossing Section Grading & Paving
Contract 2159

Pacific Highway
Prefix 22-1023

Roy L. Houck, Contractor
R. A. Furrow, Resident Engineer

FA [illegible]

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$490.75	90%		$1,000.00	$900.00
Trench Excavation, 0' - 6'	270.52	600 cu. yd.	0.45	0.50	300.00
" " 6' - 12'	441.86	490 " "	0.90	1.00	490.00
Excavation, single class	40,114.92	100,000 " "	0.401	0.32	32,000.00
Removal of old pavement	195.44	500 sq. yd.	0.39	0.50	250.00
Removal of curbs and gutters	56.09	500 lin.ft.	0.11	0.10	50.00
Removal of sidewalks	81.63	300 sq. yds.	0.27	0.25	75.00
8" Porous drain tile	140.84	400 lin. ft.	0.35	0.60	240.00
8" Sewer pipe	48.69	90 " "	0.54	0.60	54.00
12" " "	405.79	500 " "	0.81	0.90	450.00
12" Concrete pipe	250.07	280 " "	0.89	0.80	224.00
36" " "	960.37	192 " "	5.00	4.40	844.80
Concrete catch basins	89.94	4 ea.	22.48	20.00	80.00
Concrete man holes	90.17	2 ea.	45.00	50.00	100.00
Concrete curbs & gutters	1,136.20	84 cu. yds.	13.52	15.00	1,260.00
Gravel backfill in drains	87.80	65 " "	1.35	1.00	65.00
Gravel sub-base	123.26	300 " "	0.41	0.50	150.00
Sprinkling	122.34	150 M-Gal.	0.82	1.00	150.00
3/4" Electrical conduit	101.17	500 lin. ft.	0.20	0.20	100.00
Construct recesses for markers	10.12	25%		40.00	10.00
	$45,217.97				$37,792.80

Total Cost	$45,217.97
Gross Revenue	37,792.80
Net Loss	$ 7,425.17

NOTED
State Highway Engineer

Net loss equals 19.6% of the gross revenue

Albany Overcrossing, Grading and Paving

Detail of Cost

Labor:

Supervision (Supt. & Timekeeper)	$1,453.33	
Labor	10,708.67	
State Industrial Accident Insurance	790.53	
Unemployment and Social Security	486.48	
Public Liability and Damage	121.62	
		$13,560.63

Materials:

1½" - ¼" Crushed Rock	74 c.y. at 1.25	92.50	
8" Porous Drain Tile	400 lin. ft. at 0.17	68.00	
12" Concrete Pipe	280 " " at 0.50	140.00	
36" " "	192 " " at 4.00	768.00	
			1,068.50

Equipment Rental, Small Tools & Misc. Supplies

Equipment Rental	$24,926.00	
Gas, Oil and Grease	3,440.70	
Tires	2,339.00	
Small tools and misc. supplies	1,154.86	
Rented Equipment	1,106.53	
Wire Rope	811.50	
Main Office Expense	675.00	
Freight and Cartage	463.83	
Bond	349.49	
Lumber and other building materials	267.96	
		35,534.87

Sub-Contract Albany Sand and Gravel Company

Trench Excavation	0'-6'	600 c.y. at 0.445	267.00	
" "	6'-12'	490 " at 0.89	436.10	
8" Sewer Pipe		90 Lin. ft. at 0.534	48.06	
12" " "		500 " " at 0.801	400.50	
Concrete Catch Basins		4 at 22.25	89.00	
" Man holes		2 at 44.50	89.00	
Concrete Curbs and Gutters		84 cu. yd. at 13.35	1,121.40	
3/4" Electrical Conduit		500 Lin. ft. at 0.20	100.00	
Construct Recesses for Markers		25% completed at 40.00	10.00	
				2,561.06

Total Gross Cost	$52,725.06

Albany Overcrossing, Grading and Paving

Detail of Cost (Contin'd)

Total Gross Cost	$52,725.06
Less Proratables	
Contract 33% complete, excavation 36% complete Move in and set up $1,345.28, Charge 33%, Credit 67%	-901.34
Drain borrow pit and lay 8" pipe for Nebergall Meat Co. Water supply, $2,992.27 Charge 36%, Credit 64%	-1,915.05
Construct hauling road, $7,329.38 Charge 36%, Credit 64%	-4,690.80
Net Cost, August 15th, 1939	$45,217.97

Albany Overcrossing Section

Grading and Paving

REMARKS:-

This contract was bid and awarded January 26th, 1939. Clearing was started in March, excavation in May and to August 15th the contract was 33% complete with 62% of the time elapsed, the completion date being December 31st, 1939.

The contract consists of borrowing 273,500 cu. yds. of material from the Cox Creek Gravel pit 1.6 miles north of the project and making three separate fills for providing access to and between one railroad and one street overhead structure that are being built under a separate contract in the City of Albany. In addition there are 1,750 tons of asphaltic concrete to be laid, which has been sub-contracted to Warren Northwest Inc. and miscellaneous side walks, curbs, pipe, catch basins etc. which have been sub-contracted to the Albany Sand and Gravel Company.

Excavation in the borrow pit was to extend eight feet below the elevation of the creek at the out let on the west side of the pit. To keep the water from flowing into the pit the contractor first constructed a ditch or viaduct along the north side of the area, this proved unsatisfactory however due to seepage and that the Nebergall Meat Company plant needed the water and the consequent muddiness made it unfit for use. The contractor then placed 2,400 feet of 8" pipe for diversion of the creek and dug a large settling basin at the Nebergall plant. It was then necessary to bring in a drag line shovel and dig a large ditch around three sides of the pit to the proposed excavation elevation in order to lower the water table to enable the machinery to work. All this work cost $2,992 of which 36% or $1,077 have been charged against this report.

The contractor elected to use Turnapulls a radically new type of grading equipment for the excavating and hauling of the borrow material. These machines carry 30 cu. yds. loose measure and weigh about 72 tons loaded. To permit the use of this equipment the State agreed to purchase and allow the contractor to use the right of way of the future location of the Pacific Highway from the project to the borrow pit. This cut the hauling distance 0.41 mile, and in consideration there-of the contractor agreed to do $6,600 worth of work on the right of way at no cost to the State. The value of the work to be based on the following unit prices, all clearing $500.00, trench excavation $1.00, excavation, single class $0.20, truck haul $0.06, finish roadbed and slopes $100.00, 12" concrete pipe $0.80, 18" concrete pipe $1.45 and selected roadbed topping $0.44. To date this work on the right of way which is also used as a hauling road has cost the contractor $7,329.00 of which $2,639 have been charged into this report. This cost however, includes construction of a hauling road around the first or north fill so is not the exact cost of the contractors work on the right of way only.

To date the work has not progressed as hoped for by the contractor as during May and June there were occasional rains which permitted the contractor to work only about 50% of the time. In addition the Turnapulls are still in the experimental stage and there are frequent break downs, mainly in the transmission. Other than the lost time, however these breakdowns are of no expense as the Letourneau Company keeps two men on the job and supplies all

Albany Overcrossing Section

Remarks (Contin'd):

the repair parts. Also considerable trouble is experienced with the tires which cost $1,447.00 each and of which to date twelve have had to be replaced. Only five of these however had to be bought by the contractor and as their cost is based on 3,000 hours of work the contractor has had to pay only an average of $500 each. Operators had to be trained for these machines and after they were sufficiently experienced the contractor started using a 12 cu. yd. scraper behind the Turnapulls thus making 42 cu. yds. loose measure or about 30 cu. yds. of pay material per trip. About July 1st however these operators who were being paid $1.20 an hour struck for $1.35. These men were replaced and new operators were trained. By this time the fills were building up and since it was difficult to handle the machines with the 12 cu. yd. scrapers on the embankments their use was discontinued.

Up to August 5th the contractor had one 96 h.p. tractor in the pit to assist loading, 1 small tractor and sheeps foot roller on the fill, two 30 cu. yd. turnapulls, and a large power blade and sprinkling truck for maintaining road. On that date he rented a twenty cu. yd. Letourneau for $2,000 a month and then about August 12th he placed a second 96 h.p. tractor in the pit. This was done as it was thought that the applying of the turnapull power while loading was the main factor for the failure of the tires.

To August 11th the turnapulls made 4,247 trips in 2,170 working hours for an average of 1.95 trips per hour. At 22.5 cu. yds. of pay material per trip this would make 43.8 cu. yds. or $14.02 an hour per machine for the contractor. The contractor bid this job believing he could make two trips an hour per machine which he is doing but to July 26th the turnapulls had worked only 1,940 hours out of a possible 2,910 hours or 66% of the time. This loss of time for repairs has increased his costs as there are certain fixed expenses.

If the contractor had used shovels and trucks which he already owns he would not have had to dig the large ditch around his pit, his expense for maintaining hauling road would have been a fraction of the cost of building and maintaining his present road, he could have worked during reasonably wet weather, The contract would have been much nearer completion, and his costs should have been very close to his bid price of $0.32 per cubic yard in place. As it is, it is extremely doubtful if the contract will be completed this year without the addition of more equipment.

To date the north or closest fill is about 70% complete, the center fill is about 30% complete and only that material excavated from the Lyons street grade has been placed in the last or south fill. He has therefore completed the most of his shortest haul and as the middle fill builds up, more and more time is required for maneuvering and dumping the turnapulls. It is therefore doubtful if the contractor can decrease his unit cost on excavation, and he will undoubtedly suffer a severe loss on this contract.

E. H. CLYMER,
Cost Analyst

By

J. D. Nelson

MA

RECEIVED

August 5, 1939

Mr. S. H. Probert

Mr. R. A. Furrow

Contract No. 2159 - Albany Overcrossing Section.

Dear Sir:

Having noticed that you have not as yet shown on your monthly estimates the quantities of "no-pay" work performed by Houck under his supplemental agreement, we are writing to ask that the showing of these quantities be not omitted from the semi-final estimate.

On that estimate, they should, of course, be shown separately from other quantities and excluded from the totals.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
MAY 15 1939
FOR FILING

May 6th, 1939

Mr. R. L. Houck, Contractor
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

This is to grant permission for you to excavate and backfill in accordance with the terms of your communication of April 15, with the understanding that the excavation and backfill of gravel be done without the payment of any additional compensation to you, and with the understanding that this privilege is granted to accommodate you in your hauling operations in consideration of the additional base that the State will receive at no charge, in connection with your contract No. 2159, known as the Albany Overcrossing grading and paving project.

It is further understood that all additional maintenance caused by the operation of the super carryall machine which you propose using must be performed by you without any cost to the State, and that, if you make any movement of the machine over any street in Albany except that portion of Eighth along our survey, you must secure permission from the City to effect the movement and arrange to pay for the damages, if any, to the streets by reason of the operation of the heavy equipment.

Furthermore, in estimating using this equipment on other jobs, please take into consideration that this department cannot give you any permit to move over any state highway in this state, because, according to our information, the weight per axle of the equipment empty is 33,000 pounds.

Very truly yours,

State Highway Engineer

R

Salem, Oregon
April 15, 1939

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. R. H. Baldock.

Gentlemen:

In connection with my contract No. 2159, being the Albany Overcrossing Grading and Paving Project, and the supplemental agreement now being executed for additional grading north of this project, I wish to request permission to excavate an additional 8-inch depth on the subgrade between Station 351 and Station 389, this excavated material to be placed in the embankment on the original contract between Station 419+25 and Station 450+00 and the excavated area to be backfilled with gravel borrow from the designated borrow pit.

No extra compensation or payment is involved. The additional base is required for my hauling operations, and the State will get the advantage of a heavier base on the new grade.

Yours very truly,

Roy L. Houck,
Contractor.

R. L. Houck

RECEIVED
APR 28 1939
FOR FILING

April 26, 1939

Mr. H. R. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

I am forwarding herewith an agreement collateral to the Albany Overcrossing Project, FAGM 56-D (1), Roy L. Houck, contractor, which provides him with a hauling road from the Cox Creek gravel pit to the east end of Eighth Street in Albany. The proposed hauling road is along the right of way of the future Pacific Highway, US 99E, connecting with the Albany overcrossing.

Owing to the magnitude of the Albany overcrossing project, which involves some three miles of highway relocation in addition to the overhead crossing itself, it was impossible to finance the project at one letting; and, therefore, it was decided to build only that portion of the structure to which grade crossing funds were applicable, and the section from Ellsworth Street to Lafayette Street was selected as the first unit.

The grading involved some 270,000 cubic yards of borrow materials which are available from the Cox Creek borrow pit opposite Station 345. Inasmuch as a considerable portion of the excavation would need to be made below the water level, it was the opinion of the engineers that the contractor would load this material with a dragline and haul the material with trucks of such size as to make the haul practical over some of the existing roads and streets. The engineers thought it inadvisable to permit the haul over the Pacific Highway because the mud and water dripping from the trucks would be hazardous to the general public, and consequently the following provisions were placed in the contract:

Hauling Route from Cox Creek Gravel Pit:

"The contractor shall not use any portion of the present Pacific Highway as a route over which to haul the material excavated from the Cox Creek gravel pit or as a route for the return of empty trucks.

"The State will provide a hauling road easement from the west boundary of the Cox Creek gravel pit to a connection with the county road known as the Brick Yard Road. From the Brick Yard Road, access to the site of the overcrossing project can readily be gained over the existing roads and streets other than the Pacific Highway.

"Other than as above indicated, the Highway Commission will take no action in the providing of rights of way for the hauling road."

Several of the contractors planned on using the Brick Yard Road in connection with the abandoned C. & E. railroad grade as far as the city limits, and other contractors who planned on using lighter equipment figured on using a portion of the C. & E. railroad grade and the Santiam Highway to Eighth Street. It was felt that the haul to the job would be practical by means of either of these alternates; however, due to the unanticipated delays in letting the job and by reason of the fact that the highway funds are now more definite since the adjournment of the legislature, it is now possible to provide funds by next fall for the completion of the project north of Lafayette Street, and funds are available to acquire the right of way from Eighth and Geary Streets to the Cox Creek gravel pit immediately.

The contractor proposes to use Tournapull dirt-moving equipment on the job, a new type of equipment which moves forty-two cubic yards per trip. The weight per axle on this equipment materially exceeds the load limits of paved roads or streets, which would force the contractor to route his operations over the abandoned C. & E. Railroad grade and over the unimproved streets. Moreover, the economy of the new equipment is dependent upon direct alignment without sharp turns, permitting the operation of this heavy equipment at fairly high speed. For these reasons the contractor finds it more practical to haul over an entirely new roadbed, on good alignment, which he can surface sufficiently strong to hold the weight of the equipment, and has offered to make equitable compensation for the State's providing right of way for the hauling road by building without cost to the State that portion of the grade of the future relocated Pacific Highway (U. S. Route No. 99E) in Albany between Geary Street and the gravel pit. This will result in a shortening of haul of .41 mile which, at a cost of six cents a yard mile for the 270,000 yards involved, will save the contractor approximately $6,600.

The providing of this hauling road will cost the State of Oregon approximately $15,000 for right of way, which sum would not have to be invested for some time. The investment would have to be made, however, within say the next year in order to complete the relocation of the route of the Pacific Highway through Albany and to fully utilize the investment in the overcrossing structure and to safeguard traffic by means of this facility.

In order to compensate the State for making an investment in the right of way at this time, the contractor will, at his own cost, perform work at an estimated value of approximately $6,600 in the building of a standard grade between Geary Street and the Cow Creek gravel pit. The contractor will, moreover, put such additional gravel on the roadbed, at his own cost, as may be required to sustain the weight of his equipment and turn over the project true to the line, grade and cross section at the completion of his hauling operations.

Since the work that the contractor proposes to do is confined to a future highway project, the saving in haul will automatically return to the federal-aid system. Moreover, the compaction and stronger gravel foundation incident to the hauling will benefit the highway rather than being virtually lost on minor city streets and temporary roads. The contractor will gain in expediting the work and in more efficient and economical use of the equipment he proposes to use.

It is considered particularly advisable to assist the contractor in furnishing a practical hauling road for this new type of equipment because it would seem highly desirable to promote the use of any equipment which reduces the cost of excavation and of hauling, and contractors should be encouraged to pioneer in the use of such equipment. Moreover, in this particular case, the benefits of the saving in haul are being returned to the public in the form of useful work performed in the building of a portion of the grade of the Pacific Highway. The value of the work performed is computed upon the items taken from the plans multiplied by the unit prices which appeared in the contract less such savings in haul as the plan will entail.

I am making you this rather lengthy report so that you may be fully advised as to the action we have taken and the reasons therefor.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. Aaron E. Clough
Mr. J. M. Devers
Mr. H. G. Smith
Mr. H. R. Glaisyer

RECEIVED
MAY 9 1939
FOR FILING

Salem, Oregon
April 15, 1939

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. R. H. Baldock.

Gentlemen:

In connection with my contract No. 2159, being the Albany Overcrossing Grading and Paving Project, and the supplemental agreement now being executed for additional grading north of this project, I wish to request permission to excavate an additional 8-inch depth on the subgrade between Station 351 and Station 389, this excavated material to be placed in the embankment on the original contract between Station 419+25 and Station 450+00 and the excavated area to be backfilled with gravel borrow from the designated borrow pit.

No extra compensation or payment is involved. The additional base is required for my hauling operations, and the State will get the advantage of a heavier base on the new grade.

Yours very truly,

Roy L. Houck,
Contractor.

Houck

#2159

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

April 13, 1939

IN REPLY PLEASE REFER TO FILE NO.

Memorandum:

In connection with Contract No. 2159, being the Albany Overcrossing Grading Project, Mr. Roy L. Houck, the contractor, has requested the Highway Commission to secure and make available to him for a shorter and better hauling route the right of way from the borrow pit at Station 345 to the north end of 8th Street at approximate Station 390.

The saving in haul distance will be approximately 0.6 mile as compared to the route originally planned by Mr. Houck in bidding the job. This shortened route will effect a saving to the contractor of not less than $6,600.00, and Mr. Baldock, for the Commission, has agreed to provide this right of way and make it available by May 15th, for the consideration that the contractor clear, grade, gravel surface and finish the highway roadbed in accordance with the specifications applying to the main contract and as provided in the attached plans and estimate covering the section from Station 343+45 to Station 389+00.

It is the intent of this agreement and understanding that the contractor perform work as listed in the estimate to the amount of $6,600.00 at the unit prices shown, for no monetary remuneration. The value of this work in the amount of $6,600.00 will be understood to be full and complete compensation for benefits accruing to the contractor in being permitted to use the new right of way for a hauling route. The engineers will lay out the work to be done under this agreement, within reasonable limitations of the quantities listed, to the end that the total work value be attained to a minimum of $6,600.00. Should the total of the work performed exceed the amount of $6,600.00, the State shall compensate the contractor in cash for the additional amount over and above the agreed $6,600.00.

F. D. Eason

VOTED

REFERRED TO Baldock ✓
By Asst. State Highway Engineer

RECEIVED
FEB 10 1939
FOR FILING

February 10, 1939

GREAT AMERICAN INDEMNITY COMPANY
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2159 which was awarded to Roy L. Houck on January 31 by the State Highway Commission, covering the grading and paving of the Albany Overcrossing Section on the Pacific Highway East, in Linn County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
FEB 10 1939
FOR FILING
56-B-1

February 10, 1939

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2159 which was awarded to you on January 31 for the grading and paving of the Albany Overcrossing Section on the Pacific Highway East, in Linn County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

RECEIVED
FEB 2 1939
FOR FILING

February 1, 1939

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2159 which was awarded to you by the State Highway Commission on January 31, 1939, covering the grading and paving of the Albany Overcrossing Section of the Pacific Highway East, in Linn County.

Will you kindly executedall four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, ey cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

(4k)

January 31, 1939

Mr. Roy L. Houck,
U. S. National Bank Bldg.,
Salem, Oregon

Dear Sir:

Confirming my telephone message to your office today, the State Highway Commission awarded you as of this date the contract covering the construction of the Albany Overcrossing Section of the Pacific Highway East, in Linn County. This award is based on your low bid of $113,461.50 submitted on January 26, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

six confirmed

M

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED FEB 1 1939 FOR FILING

WESTERN UNION

1201

(08)

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE PRESIDENT — NEWCOMB CARLTON CHAIRMAN OF THE BOARD — J. C. WILLEVER FIRST VICE-PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at 437 State St., Salem. Ore., Tel. 3171

PRH78 40 DL GOVT=H PORTLAND ORG 31 248P

1939 JAN 31 PM 3 27

R H BALDOCK=:

STATE HIGHWAY ENGINEER

REURLET THIRTIETH, ON STATEMENT THAT RIGHT TO OCCUPY RIGHT OF WAY IS SECURED, WE CONCUR IN AWARD TODAY OF FOLLOWING CONTRACTS TO LOW BIDDERS OREGON FAGM 56-D(1), ALBANY OVERCROSSING:STRUCTURES, MOUNTAIN STATES CONSTRUCTION CO. GRADING, ROY L.HOUCK=

ANDREWS.

56-D(1).

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

Contract for overcrossing structure and for structure over Lyons Avenue - Award to be made to Mountain States Construction Co., Eugene, on its bid of $135,970.

Contract for grading approaches and paving intersecting streets - Award to be made to Roy L. Houck, Salem, on his bid of $113,461.50.

With reference to the top soil materials proposed to be stockpiled in connection with this project, we obligate ourselves to use the materials, at some future date, on a federal aid roadside improvement project in the vicinity, with the understanding that when they are so used the cost of the original excavating and stockpiling will be accepted as a participating part of the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

January 30, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of January 28th, concerning the Albany Overcrossing Project (FAGM 56-D (1).

The acquiring of rights of way for this project is not entirely completed, but it is nearly so, and for the parcels remaining to be acquired rights have been obtained to occupy and use the parcels. We, therefore, ask you to concur in awards of contract as follows, the awards to be made as of January 31, 1939:

> Contract for overcrossing structure and for structure over Lyons Avenue - Award to be made to Mountain States Construction Co., Eugene, on its bid of $135,970.
>
> Contract for grading approaches and paving intersecting streets - Award to be made to Roy L. Houck, Salem, on his bid of $113,461.50.

With reference to the top soil materials proposed to be stockpiled in connection with this project, we obligate ourselves to use the materials, at some future date, on a federal aid roadside improvement project in the vicinity, with the understanding that when they are so used the cost of the original excavating and stockpiling will be accepted as a participating part of the cost.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By .

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
JAN 30 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 28, 1939

REFERRED TO
S H Nesbit
By Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 11 authorizing the advertising of Oregon FAGM 56-D (1), the Albany Overcrossing.

We also advised that concurrence in award must be withheld pending notification that all rights of way were secured.

Also, mention was made of the stockpiled top soil. We were under the impression that this top soil was to be later used on this project in roadside improvement and requested prior approval from the Chief of Bureau. We are now in receipt of wire advice that this stockpiled top soil will be eligible for Federal participation for use under a subsequent roadside improvement if the State will obligate itself to use this material on this project at a future date.

We are therefore ready to concur in the award of the contracts pertaining to this project as soon as the right of way is cleared.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

7G 8m 56-D-1

January 31, 1939

Mountain States Construction Co.,
12th and Grant Streets,
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the construction of the overcrossing on the Pacific Highway East, in Albany. This award was based on your low bid of $135,970.00 submitted on January 26, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

as conformed

FA Jm 51-D-1

January 31, 1939

Mountain States Construction Co.,
12th and Grant Streets,
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the construction of the overcrossing on the Pacific Highway East, in Albany. This award was based on your low bid of $135,970.00 submitted on January 26, 1939.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

Ex confirmed

F SERVICE DESIRED	
	CABLE
	ORDINARY
	URGENT RATE
	DEFERRED
LETTER	NIGHT LETTER
SPECIAL SERVICE	SHIP RADIOGRAM

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1207-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

JANUARY 31 1939

To MOUNTAIN STATES CONSTRUCTION CO.,
Street and No. 12th and GRANT
Place EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING CONSTRUCTION OF ALBANY OVERCROSSING IN ALBANY AT LOW BID SUBMITTED BY YOU ON JANUARY 26. CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

Sender's address for reference

Sender's telephone number

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project FAGM 56-D (1), Albany section of Pacific Highway East, to the Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

CONTRACT # [redacted] 2160

FAS 27-A(1) Clatskanie-Summit Section
2160 Mist-Clatskanie Secon.Hwy. 1939

RECEIVED
JUN 18 1945
FOR FILING

FAS 27 A-B

June 16, 1945

Oregon FAS Projects 27-A & B

W. H. Lynch
Division Engineer
Public Roads Administration
Post Office Building
Portland, Oregon

Attention: L. L. Canfield

Dear Sir:

We plan to reoil this year 3.9 miles with a RC-30 seal on the Clatskanie Mist Secondary Highway.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc
CBM

EAC:FW

cc: E. A. Collier

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1945

RECEIVED
JUN 1 [illegible] 1945
OFFICE OF
MAINTENANCE ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS Projects 27-A & B, between Clatskanie and Mist, was made on June 7.

Our inspection revealed that probably 75% of this bituminous surface is broken and 90% either broken or alligatored.

We would be interested in knowing of any plans you may have for this bituminous surface other than patching which is going on at the present time.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Senior Highway Engineer

3.9 Recil

RECEIVED
JUN 1 [illegible] 1945
OREGON
STATE HIGHWAY COMMISSION

#2160

FAS 57-A-1

November 27, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2160, for the construction of the Clatskanie Summit Section of the Mist-Clatskanie Secondary Highway in Columbia County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $28,166.45, including the final payment. Of this amount $620.24 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. Baldock

November 24th, 1939

FINAL COST ANALYSIS
Surfacing and Oiling

Clatskanie-Summit
Contract No. 2160

Mist-Clatskanie Secondary Hwy.
Prefix 105-1011

Mountain States Construction Co.
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$154.17	92.4 cu. yd.	$1.67	$1.00	$92.40
18" Concrete Pipe	310.01	270 lin. ft.	1.14	1.50	405.00
Salvage Culvert Pipe	16.00	32 " "	0.50	0.50	16.00
1¼" - 0" Cr. Rock Surfacing	17,015.48	9,946 cu. yd.	1.71	1.10	10,940.60
Hauling Surfacing	2,631.55	33,986 yd. mi.	0.077	0.08	2,718.88
Sprinkling	315.21	235 M-Gal.	1.34	1.25	293.75
3/4"-½" Cr. Rock in Stockpile	258.38	148.9 cu. yd.	1.76	1.25	186.13
½" - ¼" " " " "	115.62	65.6 " "	1.76	1.25	82.00
¼" - 0" " " " "	352.50	200 " "	1.76	1.25	250.00
* Preparation of Base	521.60	6.46 Mile	80.74	100.00	646.00
* Min. Aggregate in Place	6,853.16	2,384 cu. yd.	2.87	2.25	5,364.00
* RC-3 in Seal Coat	1,453.40	77.35 Ton	18.79	18.00	1,392.30
* RC-3 in Binder	2,177.80	115.97 "	18.79	18.00	2,087.46
* SC-6 Road Oil	2,365.45	131.55 "	19.46	22.50	2,959.88
Screen Rejections	87.08	348.3 cu. yd.		0.25	87.08
Haul Screen Rejections	24.73	247.3 yd. mi.		0.10	24.73
Force Account	607.90				620.24
	$35,260.04				$28,166.45

* Subbed to R. O. Dail & Warren Bros.

Total Cost	$35,260.04
Gross Revenue	28,166.45
Net Loss	$7,093.59

Net Loss Equals 25.1% of Gross Revenue

REFERRED TO
RHB
By Asst. State Highway Engineer

Clatskanie-Mist

Detail of Cost

Labor:

Supervision		$640.00	
Labor		8,667.09	
State Industrial Accident Insurance	6½%	604.96	
Social Security & Unemployment Insurance	4%	372.28	
			$10,284.33

Materials:

18" Concrete Culvert Pipe	270 lin. ft. at $0.90	$243.00	
RC-3 Road Oil	193.32 tons at $12.30 Including Frt. to Clatskanie	2,377.84	
SC-6 " "	131.55 tons at $11.20 Including Frt. to Clatskanie	1,473.36	
			4,094.20

Equipment Rental & Misc. Supplies:

Owned Equipment Rental (Including Repairs)		$6,805.00	
Hired Equipment		3,113.00	
Gas, Oil and Grease		2,812.46	
Explosives		579.37	
Misc. Supplies & Small Tools		494.57	
Hired Water Truck		293.75	
Plant Set-Up Materials & Supplies		697.21	
Office		67.26	
Home Office & Gen. Overhead	3% of Total Cost	1,020.58	
Bond		281.82	
			16,165.02

R. O. Dail, Sub-Contractor:

Preparation of Base	6.46 Miles at $75.00	$484.50	
Placing Mineral Aggregate	2,384 cu. yd. at $1.05	2,503.20	
Placing RC-3 Seal Coat	77.35 tons at $5.20	402.22	
" " in Binder	115.97 " " 5.20	603.04	
Placing SC-6 Road Oil	131.55 " " 5.50	723.53	
			4,716.49
Total Cost			$35,260.04

Clatskanie-Summit

Cost of Rock in Bunker

	Cost	Quantity	Unit Cost
Move In & Set Up Plant	$2,650.50	12,742.2 cu. yd.	$0.208
Drill and Shoot	2,296.99	" " "	0.180
Ø Load in Quarry	2,147.79	" " "	0.169
* Crushing	9,923.43	" " "	0.779
Supv., Overhead and Proratable	1,110.17	" " "	0.087
Cost in Bunkers	$18,128.88		$1.422

Sizes Crushed

$1\frac{1}{4}$" - 0"	9,946 cu. yd.
3/4" - $\frac{1}{2}$"	1,109.6 cu. yd.
$\frac{1}{2}$" - $\frac{1}{4}$"	960.6 " "
$\frac{1}{4}$" - 0"	726.0
	12,742.2 cu. yd.

Ø Used 40 h.p. cat and dozer to push rock into chute. No loading or hauling.

* Includes cost of construction and operation of a rock chute from quarry to crusher.

Plant operated 492½ hours, averaging 26 cu. yds. per hour.

Clatskanie-Summit

REMARKS:

This contract, which required the surfacing and oiling of 6.46 miles, was bid on March 2nd, 1939. Work was started on March 20th, and completed on August 19th.

The contractor erected a plant at the State quarry situated .26 of a mile south of the south end of the contract and began crushing on May 3rd. The plant contained a 15" x 36" jaw primary crusher, 9" x 36" jaw, 36" x 20" rolls, two 4' x 8' vibratory screens, and it was powered by two PD-80 and two PD-40 motors. An unusual feature of the set-up was the arrangement for moving the rock from the quarry to the plant. As the quarry was situated on a sloping hillside about 115 feet above the plant, a wooden chute 200 feet long was constructed on about a 35% grade. The rock was pushed into the upper end of the chute by a light cat and dozer. The chute did not operate satisfactorily until a scalping screen was placed near the upper end to remove the loose dirt. It was also necessary to place a metal lining in the floor of the chute. From two to three men were needed to bar the rock to keep it moving. While the moving of the rock in the quarry was quite reasonable the construction and operation of the chute increased the crushing cost.

The low plant production, only 26 cu. yds. per hour, was responsible for the large loss on this contract. There was 36% lost time due to wet weather, breakdowns and adjustments, and only 492½ hours were operated out of a possible 770 hours. As the quarry is situated on the summit of a mountain it is subjected to many intermittent showers which cause the dirt to stick to the rock. This slowed the operations and also forced the contractor to install a washing system which required almost a mile of 3-inch pipe.

The crushed rock for mineral aggregate and maintenance was stockpiled 1.18 miles from the crusher. The contractor's light trucks handled the hauling of both the stockpiled material and the surfacing. The placing of oil mat was subbed to R. O. Dail & Warren Bros.

The large loss on this contract was due to the low plant production and to the inadequate supervision resulting from the death of the contractor and the severe injury to his superintendent during the progress of the work.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

#2160

RECEIVED
OCT 17 1939
[illegible]

FAS 27-A-1

October 17, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 2160, Clatskanie-Summit Section of the Mist-Clatskanie Secondary Highway in Columbia County. This payment will be made on or after October 27, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 27-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
SEP - 9
STATE HIGH[illegible] COMMISSION

Stencil No. 3.

September 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS 27-A (1), Mist-Clatskanie Highway ______, was made by a representative of this office on August 28, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Jroz

Form E-1—8M—3-39

1/1. 27-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19, 1939

Section Clatskanie - Summit

Kind of work Surfacing & Oiling

Highway Clatskanie - Mist Secondary

Section prefix 105-1011

Contractor Mountain States Construction Co.

Contract number 2160

Date of contract March 2, 1939

Date of completion August 31, 1939

Date work started March 20, 1939

Estimated date of completion August 15, 1939

Amount of contract $ 30,596.00

Per cent of time elapsed ~~96~~ 92 %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1650.00, %

Date project was completed August 19, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor trimmed and rolled the shoulders and has kept the cover distributed on the final seal all week.

Upon telephoned advise from Mr. Van Scoye the job was finaled on August 19, 1939.

RECEIVED
AUG 21 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
RAY WEBBER

Signed

Address Clatskanie

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.48		6.48	
Miles partially completed					
Miles completed		6.48		6.48	
Total estimated quantities		9500			
Estimated quantities moved or placed to date		9946	600		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 24 1939
FOR FILING

74627-A-1

June 23, 1939

Mr. P. A. Thorne
c/o LIQUIDATORS
301-2 Pacific Building
Portland, Oregon

Dear Sir:

In response to your inquiry of June 17 you are advised that the highway work which is being carried on in the vicinity of Clatskanie at the present time is under contract with Mountain States Construction Company, Eugene, Oregon. This is State Highway Contract No. 2160 and is known as the Clatskanie-Summit Section of the Mist-Clatskanie Secondary Highway.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2160

6272

BONDED BY UNITED STATES
FIDELITY & GUARANTY CO.

LIQUIDATORS
301-2 PACIFIC BUILDING
PORTLAND, OREGON

RECEIVED
JUN 19 1939
OF [illegible]
STATE HIGHWAY COMMISSION

June 17, 1939

State Highway Department
Salem, Oregon

Gentlemen: #38667

Would you kindly inform this office as to the contractor's name or names handling a job in the Clatskanie district at the present time?

We have the name of the Pacific State Construction Company but now believe this to be wrong.

Your assistance will be much appreciated.

Yours very truly,

LIQUIDATORS,

By: P A Thorne

PAT:W

27-a-1

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.
Stencil No. 124
Oregon FAS 27-A (1)
Clatskanie-Summit Sec.
Mist-Clatskanie Highway

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ton

A4pr 39037

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 27-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of February, 1939, a project statement, which was approved by the Secretary on the 21st day of February, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 15th day of February, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, eight hundred seventy and 00/100 dollars ($17,870.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+40 at the junction with the Columbia River Highway in Sec. 8, T. 7 N., R. 4 W., W.M., and survey station 340+50 in the S. 1/2, Sec. 26, T. 7 N., R. 5 W., W.M., including a "Y" connection between survey station 0+25 and survey station 1+15,

, length 6.458 miles, in Columbia County, being Section A (1) of Oregon Federal Aid Secondary project No. FAS 27, consisting of 6.458 miles of roadway and no bridges, ~~xxxx~~ of more than 20 feet clear span.

~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of **seventeen thousand, eight hundred seventy and 00/100** dollars ($ **17,870.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **twenty-nine thousand, seven hundred seventy and 00/100** dollars ($ **29,770.00**), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 31 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 27-A (1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 29,770.00 as the total estimated cost of said project, and the sum of $ 17,870.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 31 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
JUN 8 - 1939
FOR FILING

-1227-1-1

June 8, 1939.

Mr. Rudolph Goosala
Box 2, Star Route
Clatskanie, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 5, in which you state that the contractor's grader broke through your planked approach road.

This letter is being referred to Mr. H. G. Smith, our Construction Engineer who will have the matter investigated. His representative will no doubt call on you in the near future.

We thank you for calling this matter to our attention.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc Mr. H. G. Smith

FAS 27-A-1

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Clatskanie-Summit Section, Project No. FAS 27-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1939

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 27-A (1)
Clatskanie-Summit section
Mist-Clatskanie Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FAS27-A-1

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Clatskanie-Summit Section, Project No. FAS 27-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 27-A (1)

CLATSKANIE-SUMMIT SECTION OF THE MIST-CLATSKANIE HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1939

Work Within City of Clatskanie (Sta. 1+63.2 to 15+05.1)

400	cu. yds.	1½" - 0" Rock in Surfacing	$ 1.10	$ 440.00
2,800	yd. mi.	Hauling Surfacing Materials	.08	224.00
20	cu. yds.	Filler	.40	8.00
50	yd. mi.	Hauling Filler	.10	5.00
10	M-gal.	Sprinkling	1.25	12.50
0.25	mile	Preparation of Base	100.00	25.00
100	cu. yds.	Mineral Aggregate in Place	2.25	225.00
3	tons	Emulsified or RC-3 Asphalt in Seal Coat	18.00	54.00
4	tons	RC-3 Asphalt in Binder Course	18.00	72.00
6	tons	SC-6 Road Oil in Place	22.50	135.00
		Subtotal		$ 1,200
		10% Engr. & Cont.		120
		Total		$ 1,320

Length 0.254 mile
Cost per mile $ 5,196

Work Outside City (Sta. 0+40 to 1+63.2)(Sta. 0+25 to 1+15) (Sta. 15+05.1 to 340+50)

70	cu. yds.	Trench Excavation	$ 1.00	$ 70.00
220	lin. ft.	18" Concrete Pipe	1.50	330.00
74	lin. ft.	Salvaging Culvert Pipe	.50	37.00
9,100	cu. yds.	1½" - 0" Rock in Surfacing	1.10	10,010.00
32,800	yd. mi.	Hauling Surfacing Materials	.08	2,624.00
330	cu. yds.	Filler	.40	132.00
950	yd. mi.	Hauling Filler	.10	95.00
110	M-gal.	Sprinkling	1.25	137.50
6.21	miles	Preparation of Base	100.00	621.00

2,400	cu. yds.	Mineral Aggregate in Place	$ 2.25	$ 5,400.00
75	tons	Emulsified or RC-3 Asphalt in Seal Coat	18.00	1,350.00
106	tons	RC-3 Asphalt in Binder Course	18.00	1,908.00
140	tons	SC-6 Road Oil in Place	22.50	3,150.00
			Subtotal	$ 25,864
			10% Engr. & Cont.	2,586
			Total	$ 28,450

Length of Roadway	6.170 miles
Length of 2 Bridges	.034 mile
Total Length	6.204 miles
Cost per mile	$ 4,611

Note: Oiling is to be constructed across bridges.

SUMMARY OF FUNDS REQUESTED

	Total Cost	FAS Funds	State Funds
Work Within City	$ 1,320	$ 792	$ 528
Work Outside City	28,450	17,078	11,372
	$ 29,770	$ 17,870	$ 11,900

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

RECEIVED
MAR 24 1939
FOR FILING
7a
21-11-1

March 23, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 2160 which was awarded to you on March 2, 1939, by the State Highway Commission, for the surfacing and oiling of the Clatskanie-Summit Section of the Mist-Clatskanie Secondary Highway, in Columbia County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 5-A-1 .10M 2-36
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

IN REPLY PLEASE
REFER TO FILE NO.

File 27-(1-1)

Scio, Oregon,

March 14, 1939

RECEIVED
MAR 15 1939
DIVISION ENGINEER

F. D. Eason, Division Engineer,
Oregon State Highway Department,
Salem, Oregon;

Dear Sir:

I got a letter from Fred Lindsay yesterday. He states that he expects to start erecting his plant the 20th of this month and will start crushing in about three weeks.

I am making arrangements to move to Clatskanie the end of the week so as to be there when he starts.

I have completed the map and right of way description of the Astor Street extension and will bring it to Salem Thursday.

Yours truly,

L. D. Mars.

Resident Engineer.

NOTED
G. DeS

FORM 2-A-1 7M 11-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
State Highway Engineer
Salem

In Reply Please
Refer to File No.

RECEIVED
MAR 23 1939
FOR FILING

27-(1)

March 11, 1939

Mr. T. M. Davis
Senior Highway Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of a resolution executed by the city authorities of Clatskanie, in Columbia County, relative to encroachments and traffic for Project FAS 27-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY.

RECEIVED
FOR FILING

27-([illegible])

March 10, 1939

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48249 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Surfacing and Oiling, Clatskanie-Summit Section of Mist-Clatskanie Secondary Highway, Columbia County, Oregon, Contract No. 2160

We are enclosing herewith four duly executed copies of bond and contract on behalf of the Mountain States Construction Company, as captioned above.

Kindly forward the copy of the contract and bond for the Maryland Casualty Company to 201 Washington Building, Tacoma, Washington.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By F Turnard
Surety Bond Department

FT:MEH
ENCS

Copy to Mountain States Construction Co.
Eugene, Oregon

March 4, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2160 which was awarded to you on March 2, 1939, by the State Highway Commission, covering the surfacing and oiling of the Clatskanie-Summit Section of the Mist-Clatskanie Secondary Highway, in Columbia County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED

March 3, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on March 2, 1939, awarded you the contract for 6.46 miles surfacing and oiling on the Clatskanie-Summit Section of the Mist-Clatskanie Secondary Highway, in Columbia County. This award was based on your low bid of $27,815, using road oil, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

[illegible] FOR FILING

7(a) 27-(1)

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 27-A (1), Clatskanie-Summit section of Mist-Clatskanie Secondary Highway, to the Mountain States Construction Company, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

5-23-3D

[illegible]

RESOLUTION

2-21-39

WHEREAS, Secondary State Highway No. 110 of the State of Oregon, known as the Mist-Clatskanie Secondary Highway, is routed through the City of Clatskanie, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, or roads, of said city; to wit:

The Mist-Clatskanie Secondary State Highway from the Columbia River Highway to the north city limits of Clatskanie at engineer's station 15+05.1

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, the State Highway Commission of the State of Oregon has caused a survey to be made, and plans prepared for the improvement of the State Highway traversing the street or streets, or avenues, or roads, as described herein,

And, WHEREAS, if said proposed street improvement is carried out, the work will be done pursuant to a grade or grades fixed and established by the Highway Commission,

And, WHEREAS, the grade or grades and elevations to which the proposed improvement will be made are indicated upon the maps and plans prepared for the proposed improvement which are on file in the office of the Oregon State Highway Commission, at Salem, Oregon, copies of which have been submitted to the city for its record and for its approval, said grades being as follows, to wit:

Description of center line grade: U.S.G.S. Datum. Beginning at grade elevation 10.97 at the intersection of the Columbia River Highway and the Mist-Clatskanie Secondary Highway at engineer's station 0+00; thence on a 60-foot vertical grade curve to elevation 13.41 at engineer's station 1+10; thence to grade elevation 75.0 at engineer's station 11+00; thence to elevation 91.5 at engineer's station 13+50; thence to elevation 100.6 at the intersection of the north city limits of Clatskanie with the center line of the Mist-Clatskanie Secondary Highway at engineer's station 15+05.1

And, WHEREAS, pursuant to Chapter 88, Oregon Laws 1931, it is required that as a condition precedent to the change of the grade of any such street by the Commission, such grade change shall be consented to by the city.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Clatskanie, Columbia County, Oregon, that the grades established by the State Highway Commission for the proposed improvement of the street or streets, or avenues, or roads, as described herein and which are traversed by Secondary State Highway No. 110 of the State of Oregon, known as the Mist-Clatskanie Secondary Highway, the plans for which proposed improvement are on file in the office of the State Highway Commission at Salem, Oregon, and a copy or copies of which are on file in the records of the city, said grades being as follows, to wit:

Description of center line grade: U.S.G.S. Datum. Beginning at grade elevation 10.97 at the intersection of the Columbia River Highway and the Mist-Clatskanie Secondary Highway at engineer's station 0+00; thence on a 60-foot vertical grade curve to elevation 13.41 at engineer's station 1+10; thence to grade elevation 75.0 at engineer's station 11+00; thence to elevation 91.5 at engineer's station 13+50; thence to elevation 100.6 at the intersection of the north city limits of Clatskanie with the center line of the Mist-Clatskanie Secondary Highway at engineer's station 15+05.1

are hereby approved, and consent is hereby given to such change, and the State Highway Commission hereby is permitted to construct, reconstruct, improve, repair, and/or maintain the said streets in accordance with said grade changes.

Passed by the Common Council of the City of Clatskanie**,**

Columbia **County, Oregon, this** 21st **day**

of Feby**, 1939.**

BE IT FURTHER RESOLVED, that the Common Council does hereby agree, within its lawful authority but without financial obligation or liability, to cooperate with and aid the State Highway Commission in the accomplishment of such street con-

struction, reconstruction, improvement, repair, and/or maintenance.

Attest:

O J Miller
City Recorder

Mayor

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Clatskanie, Columbia County, Oregon, on the 21st day of Feb, 1939, at the ~~regular~~ ~~or~~ special/meeting of said Common Council.

Dated this 21st day of Feb, 1939.

O J Miller
City Recorder

5-23-1939 B

RESOLUTION

5-21-39

WHEREAS, Secondary State Highway No. 110 of the State of Oregon, known as the Mist-Clatskanie Secondary Highway, is routed through the City of Clatskanie, Columbia County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

The Mist-Clatskanie Secondary State Highway from the Columbia River Highway to the north city limits of Clatskanie at Engineer's Station 15+05.1

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Clatskanie will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Clatskanie, Columbia County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by Secondary State Highway No. 110 of the State of Oregon, known as the Mist-Clatskanie Secondary Highway, which will permanently or unduly interfere with the free and convenient flow of

traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Clatskanie, Columbia County, Oregon, this 21st day of Feb 1939.

Attest:

R J Miller
City Recorder

Mayor

- - - - - - - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Clatskanie, Columbia County, Oregon, on the 21st day of Feb 1939, at the ~~regular~~ ~~or~~ special meeting of said Common Council.

Dated this 21st day of Feb, 1939.

R J Miller
City Recorder

5-23-~~30x~~

March 11, 1939

Mr. T. M. Davis
Senior Highway Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of resolution executed by the city authorities of Clatskanie, in Columbia County, relative to encroachments and traffic for Project FAS 27-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
FOR FILING
27-A1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 17 19

February 15, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project FAS 27-A (1), the Clatskanie-Summit Section of the Mist-Clatskanie Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 1[illegible] 1939
FOR FILING

FAS 27 (1)

February 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Clatskanie-Summit Section, Project No. FAS 27-A (1), Likewise, are enclosed four copies of a statement concerning status of necessary right of way.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 27-A(1)

CLATSKANIE-SUNSET SECTION OF THE MIST-CLATSKANIE HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 4, 1939

Work Within City of Clatskanie (Sta. 1+63.2 to 15+05.1)

400	cu. yds.	1¼" - 0" Rock in Surfacing	$ 1.10	$ 440.00
2,800	yd. mi.	Hauling Surfacing Materials	.12	336.00
20	cu. yds.	Filler	.50	10.00
50	yd. mi.	Hauling Filler	.15	7.50
10	M-gal.	Sprinkling	1.50	15.00
0.25	mile	Preparation of Base	100.00	25.00
100	cu. yds.	Mineral Aggregate in Place	2.50	250.00
3	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	60.00
4	tons	RC-3 Asphalt in Binder Course	20.00	80.00
6	tons	SC-6 Road Oil in Place	24.00	144.00
12	tons	Tar in Place	19.00	(Alternate)
		Subtotal		$ 1,367
		10% Engr. & Cont.		136
		Total		$ 1,503

Length 0.254 mile
Cost per mile $ 5,917

Work Outside City (Sta. 0+40 to 1+63.2) (Sta. 0+25 to 1+15) (Sta. 15+05.1 to 340+50)

70	cu. yds.	Trench Excavation	$ 1.00	$ 70.00
220	lin. ft.	18" Concrete Pipe	2.00	440.00
74	lin. ft.	Salvaging Culvert Pipe	.70	51.80
9,100	cu. yds.	1¼" - 0" Rock in Surfacing	1.10	10,010.00
32,800	yd. mi.	Hauling Surfacing Materials	.12	3,936.00
330	cu. yds.	Filler	.50	165.00
950	yd. mi.	Hauling Filler	.15	142.50
110	M-gal.	Sprinkling	1.50	165.00
6.21	miles	Preparation of Base	100.00	621.00

2,400	cu. yds.	Mineral Aggregate in Place	$ 2.50	$ 6,000.00
75	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	1,500.00
106	tons	RC-3 Asphalt in Binder Course	20.00	2,120.00
140	tons	SC-6 Road Oil in Place	24.00	3,360.00
296	tons	Tar in Place	19.00	(Alternate)
			Subtotal	$ 28,581
			10% Engr. & Cont.	2,858
			Total	$ 31,439

Length of Roadway	6.170 miles
Length of 2 Bridges	.034 mile
Total Length	6.204 miles
Cost per mile	$ 5,067

Note: Oiling is to be constructed across bridges.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 1,503	$ 902	$ 601
Work Outside City	31,439	18,878	12,561
	$ 32,942	$ 19,780	$ 13,162

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 11 1939
FOR FILING

Coast
Projects
Secondary

January 10, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith specifications, estimate, map, profile and other pertinent data for the proposed F.A.S. project which has been scheduled for the Mist-Clatskanie Secondary Highway in Columbia County. This project, with the Nehalem Secondary Project in Clatsop County and the Falls City Project in Polk County, data for which will be submitted shortly, should be let if possible at the February meeting, so that all preliminary work could be finished and rock produced for the oiling to be done in the early summer.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock

CONTRACT # 2161

FAGH 83-6 Lobert Sec., The Dalles-
California Hwy. 1939

2161

[illegible] 83-6

January 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 23, 1940, concerning the dates of completion for Projects Nos. FA 83 (5) and FAGH 83 (6), under Contracts Nos. 2113 and 2161.

The dates used in the final vouchers conform with the records of this Department, although there was apparently a small amount of burning rubbish and cleaning up done by the contractor subsequent to the dates used.

We are enclosing excerpts from the minutes of the meeting on September 27, 1939, of the Highway Commission, accepting the projects as complete on August 17, 1939 and August 4, 1939, respectively.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME
Enc.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

January 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers for Oregon Federal Aid project 83 (5) and Federal Aid Grade Crossing project FAGM 83 (6), Crooked Creek-Modoc Point, your contract Nos. 2113 and 2161.

Our records indicate that the projects were completed November 22, 1939, as shown by Mr. Weaver's letter of November 24. However, the vouchers cover periods to August 31 and August 9, respectively. Also, we have no record of time extensions having been granted.

Before submitting the remaining copies of the vouchers, will you please have the dates corrected, and also please furnish the customary excerpts from the commission's minutes regarding the time extensions. It is our understanding that the reason for the overruns in time was that the contractor was not permitted to burn the debris until fall. If that is the case, there will presumably be no question as to approval of the extensions.

Very truly yours,

W. H. LYNCH,
District Engineer.

By

L. J. Caufield,
Senior Highway Engineer.

83-6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

December 26, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAGH 83 (6), Lobert-Modoc Point Section, The Dalles-California Highway ________, was made by a representative of this office on December 13, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

83-6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

December 26, 1939

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAGH 83 (6), Lobert-Modoc Point Section, The Dalles-California Highway ________________, was made by a representative of this office on December 13, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

R.H. Baldock #3-6

December 6th, 1939

FINAL COST ANALYSIS
Lobert Section
The Dalles-California Highway in Klamath County

Contract 2161 Prefix 18-1108
Roy L. Houck, Contractor J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$422.65	100%	$422.65	$1,000.00	$1,000.00
Excavation, Single Class	11,505.01	100,650.8 cu. yd.	0.114	0.14	14,091.11
Class "D" Concrete	1,672.26	79.57 " "	21.016	20.00	1,591.40
Metal Reinforcement	561.66	13,711.67 lb.	0.041	0.0375	514.19
Gravel Topping	415.70	2,228.8 cu. yd.	0.187	0.14	312.03
Hauling Gravel Topping	217.53	2,161.4 yd. mi.	0.101	0.08	172.91
Sprinkling	42.80	44 M-Gal.	0.973	0.10	4.40
PA #1 12" Conc. Culv. Pipe	89.74	84 lin. ft.	1.068	1.00	84.00
" Trench Excavation	7.27	10.1 cu. yd.	0.720	0.75	7.58
PA #2 Cement Adjustment in favor of State		20.97 bbl.		3.15	- 66.06
EWO #1 Moving R.R. R/W Fence	21.32				21.32
	$14,955.94				$17,732.88

Gross Revenue	$17,732.88
Total Cost	14,955.94
Net Profit	$2,776.94

Net Profit Equals 15.66% of Gross Revenue

NOTED
State Highway Engineer

Contract 2161

Details of Cost

Labor:			
Supervision		$48.40	
Labor		4,047.62	
State Industrial Accident	6½% of P/R	266.24	
Unemployment Compensation	3% of P/R	122.88	
Old Age Benefit	1% of P/R	40.96	
			$4,526.10
Materials:			
12" Concrete Pipe	84 lin. ft. at $0.75	$63.00	
			63.00
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$6,417.75	
Gas, Oil and Grease		843.40	
Move In		217.70	
Lumber for Buildings		126.60	
Freight & Cartage		52.40	
Overhead Expense		96.00	
Small Tools & Miscellaneous		762.30	
Home Office Expense		354.70	
Bond		177.33	
			9,048.18
Sub-Contracted to W. D. Miller:			
Class D Concrete	79.57 cu. yd. at $20.00 Less $673.29	$918.11	
Metal Reinforcement	13,711.67 lb. at $0.0375 Less $113.64	400.55	
			1,318.66
Total Cost			$14,955.94

Contract 2161

REMARKS:

This was a Federal Aid grade crossing project and consisted of construction of 0.5 mile of highway roadbed; one reinforced concrete box culvert; 0.5 mile of gravel roadbed topping and other incidental work. The contract was bid and awarded March 2nd, 1939; work was started March 23rd and completed August 4th, 1939.

Clearing and grubbing on the roadbed and borrow area amounted to 15½ acres and was very light, consisting of some small trees and brush.

Excavation, single classification included loading common material from borrow pits, hauling an average of 1800 feet, compacting in embankments and finishing roadbed and borrow pits. The excavation work was done with cats and tandem 12-yard scrapers, conditions being nearly ideal for this method of handling and enabled the contractor to do the work very economically. Cats compacted fill material while hauling and scrapers brought both fill and borrow areas very near grade so that little hand finishing was required.

Class "D" concrete and metal reinforcement for a box culvert were sub-contracted to W. D. Miller of Klamath Falls for the contractor's bid prices. Cement cost $3.15 per barrel and reinforcing steel cost $3.15 cwt., both f.o.b. job site.

Gravel topping was loaded from a pit north of the project. The haul including a dead haul of 2450 ft. averaged .75 mile. The material was loaded with a 1 cu. yd. shovel at a rate of 68 cu. yds. per hour and hauled in 1½ cu. yd. trucks. A cat and single 12 cu. yd. scraper were also used for 18 hours on gravel and gravel haul.

Little water was required as the work was done in the early spring, and the soil was moist. The contractor had anticipated this when bidding $0.10 per M-Gal. for sprinkling.

This contract was performed concurrently with Contract 2113 on an adjoining section and served to lower proratable costs such as moving in and establishing shops and office.

A profit was earned by the contractor by the use of suitable equipment properly supervised.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

Klamath Falls
November 24, 1939

Mr. W. H. Lynch, District Engineer
Public Roads Administration
Portland, Oregon

Dear Sir:

This is to advise that the contractor completed the disposal of logs and rubbish on the Crooked Creek-Lobert and Lobert Sections of the Dalles-California Highway, in Klamath County, F.A. 83 A (5) and F.A.G.H. 83 (6) - on November 22 1939.

Very truly yours

(Signed) J. B. Weaver

Resident Engineer

cc

R.H.Baldock

W.E.Chandler

#2161

FAGH 83-6

November 16, 1939

Mr. Frank M. Loosley
Falls Iron Works
468 Spring Street
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 15, 1939, advising of your claim in the amount of $54.89 against state highway contractor Roy L. Houck which claim you state arose out of Mr. Houck's contract with the State Highway Commission for work near Klamath Agency.

I presume that you have reference to Mr. Houck's contract No. 2161 for grading the Lobert Section of The Dalles-California Highway, in Klamath County. In connection with this project Mr. Houck was required to furnish the state with a surety bond for the protection of labor and material claims and for the payment of all just debts, dues and demands incurred against the project. Such bond was written by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency, Failing Building, Portland, is local agent.

I would suggest that you present your claim to the bonding company and that you also file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed. This is all of the protection that the State Highway Commission can offer you and, if you do not secure satisfaction, then it will be necessary for you to take your claim to court. I trust, however, that will not be necessary.

In accordance with our usual practice I am today advising the contractor and the surety that your claim has been filed.

Very truly yours,

HBG:AM

Secretary

November 16, 1939

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter which the State Highway Commission has received from Frank M. Loosley, Klamath Falls, advising of his claim in the amount of $54.89 against Roy L. Houck in connection with his contract for grading the Lobert Section of The Dalles-California Highway, in Klamath County, Contract No. 2161.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc – Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

RECEIVED
NOV 1 [illegible] 19[illegible]
ST[illegible]SION

FRANK M. LOOSLEY
FALLS IRON WORKS
MACHINISTS - BOILER MAKERS - IRON WORKERS
ACETYLENE AND ELECTRIC WELDING
CODE TANKS
468 SPRING STREET
KLAMATH FALLS, OREGON

November 15th, 1939.

Oregon State Highway Commission.
Salem, Oregon.

Gentlemen:-

During the month of May, 1939, we performed some work for Roy L. Houck whilst he was located near Klamath Agency, Oregon, said work amounting to $54.89.

To date we have been unable to effect collection and we are asking you if there is any way of collecting throught State Department or otherwise than through him.

Shall appreciate anything you might be able to do in this connection.

Thanking you in anticipation of your early response, we are

Very truly yours
Frank M. Loosley
Frank M. Loosley.

L/m

ACKNOWLEDGED
H B. GLAISYER

#2161

FAGH 83-6

September 5, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2161, for the construction of the Lobert Section of the Dalles-California Highway in Klamath County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 15, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $17,732.88, including the final payment. Of this amount $21.32 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 9-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 19 1939

OREGON STATE HIGHWAY COMMISSION

SALEM

FP-I-H X3-6

Klamath Falls Oregon
August 18 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr Roy L Houck
212 U.S.Nat'l Bank Bldg
Salem Oregon.

Dear Sir,

This is to advise that we have accepted both of your grading jobs on the Dalles - California Highway in Klamath County, on the condition that you will cause all logs and debris from your clearing operations to be disposed of by burning, at the earliest date that burning of same will be permitted by the Forest Supervisor of thecIndian Service.

Very truly yours,

Resident Engineer

cc
R.H.Baldock
W.E.Chandler

Form 338—5M—7-38

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5 1939, 193

Section Lobert

Kind of work Grading & Topping

Highway The Dalles - California

Section prefix 18 - 1108

Contractor Roy L Houck

Contract number 2161

Date of contract March 2 1939, 193

Date of completion October 31 1939, 193

Date work started March 23 1939, 193

Estimated date of completion August 10 1939, 193

Amount of contract $ 19718.00

Per cent of time elapsed 64 %

Estimated cost of completed project, exclusive of engineering $ 19814.00

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date, $ 1000.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A small crew has been working - part time - on this project this week trimming slopes and disposing of the oversize from the topping materials.

The only work remaining to be done is the picking up of some debris - old form lumber, brush and small trees that were damaged along the hauling roads from borrow pits to the grade.

Since no burning can be done now, I am having the contractor pile all of the rubbish in the borrow pits, out of sight of the highway, with the understanding that the burning is to be done as soon as permissable this fall.

The project will be entirely completed, with exception of the debris disposal, within a day or two. The semi-final estimate will be forwarded next week, so no more weekly reports will be made.

NOTED
RAY WEBBER

Signed

Address Klamath Falls

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FAGH 83-6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 124

STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 28, 1939

Oregon
FAGH 83 (6), Lobert Overcrossing,
The Dalles-California Highway

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

Encls.

Iron

WA4p.- 1049

Form P. R. 2

State **Oregon**

Federal Aid Grade Crossing Project No. **FAGH 83(6)**

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of June, 1939 by and between **the Oregon State Highway Commission**, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):**

Whereas the Highway Department of said State submitted on the **30th** day of **March**, 19**38**, a **revised** ~~p~~project statement, which was approved by the Secretary on the **19th** day of **April**, 19**38**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Se~~[illegible]~~ **six** said project which were recommended for approval by the United States District Engineer on the **15th** day of **February**, 19**39**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **twenty-one thousand, six hundred eighty-nine and 00/100** dollars ($**21,689.00**) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which ~~does not exceed the authorized Federal pro rata share of the~~ **in the** ~~approved~~ total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1236+30 in SE 1/4 of Sec. 21, T.35S., R.7E., and survey station 1265+58 in NE 1/4 of Sec. 21, T.35S., R.7E., W.M., (excepting therefrom that portion between survey stations 1249+56 and 1252+28)

, length 0.503 of a mile~~s~~, in Klamath County,

being S[illegible] [illegible] Oregon Federal Aid Grade Crossing / project No. FAGH 83 (6), consisting of

0.503 of a mile~~s~~ of roadway and no bridges, [illegible] of more than 20 feet clear span.

[illegible]

8—5518

RECEIVED
RECEIVED
★ JUN 30 1939
DISTRICT

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ~~of~~ said project shall not in any event exceed the sum of twenty-one thousand, six hundred eighty-nine and 00/100 dollars ($21,689.00), certified to the Secretary of the Treasury as above mentioned, which do~~es~~ ~~not exceed the authorized Federal pro rata share of~~ is ~~dollars ($~~ ~~)~~, the approved total estimated cost of ~~Section~~ ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
★ JUN 30 1939 ★
DISTRICT

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUL 11 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By Herman W. Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

Federal Works Administrator,
~~Secretary of Agriculture,~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—[illegible]

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGH 83(6), State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $21,639.00 as the total estimated cost of said project, and the sum of $21,639.00 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this ____ day of JUL 11 1939

one thousand nine hundred and ____

Federal Works Administrator,
~~SECRETARY OF AGRICULTURE,~~

By ____
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

RECEIVED
JUN 29 1939

June 29, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Lobert Overcrossing, Project No. FAGH 83 (G).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

RECEIVED

RECEIVED
JUN 7 - 19
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

FAGH 83-6

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAGH 83 (6)
Lobert Section of
The Dalles-California Hwy.

June 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jca

FORM 5-B-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Southern Pacific Company

RECEIVED
MAY 8 1939
FOR FILING

May 5th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: ~~Mr.~~ H. G. Smith

Dear Sir:

We are forwarding herewith the Southern Pacific Company's report of Force Account work, in duplicate, covering weekly report No. 1, from March 26th to March 31st which is in accordance with an agreement audit No. 45562 dated November 26, 1938, between the State Highway Commission and the Southern Pacific Company.

You will note that the items cover:

Labor	$ 37.09
Workmen's Compensation, P.L. and P.D. Ins and unemployment retirement tax	4.65
Total	$ 41.74

This charge of course will be made against the Lobert Undercrossing prefix. However, we are not sure whether the charge should be made by the weekly report or carried on the final summary of the project. We have not charged this out as a bill on the division office books.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

cc-Mr. J. B. Weaver

H-83-6

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA

W. H. KIRKBRIDE,
CHIEF ENGINEER
E. E. MAYO,
ASSISTANT CHIEF ENGINEER
F. L. GUY,
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

RECEIVED
APR 27 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO
912478/323

File - Lobert Section Grading
Contract 2161

April 25, 1939

Mr. R. H. Baldock
State Highway Engineer
SALEM, Oregon

Attention: Mr. S. H. Probert
Office Engineer

Gentlemen:

Referring to your letter of March 16th, regarding the grade separation project at Lobert, in Klamath County:

Insurance policies in connection with this matter were delivered by Mr. Roy Houck, Contractor, to our Dunsmuir office and were forwarded thereafter to this office.

Our Legal and Insurance Departments are now reviewing the policies and we will advise you later as to whether or not they are satisfactory.

Yours very truly,

FORM B-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 1, 1939

Mr. G. M. Taylor
Southern Pacific Company
Dunsmuir, California

Dear Sir:

Today I received the following wire from the Southern Pacific Company's agent in Salem:

> "UNDERSTAND YOU HAVE AWARDED GRADING CONTRACT TO HOUCK, LOBERT OVERPASS, AND HE WILL BORROW ON RAILROAD PROPERTY MAKING NECESSARY RELOCATION OF OUR SIGNAL LINES. ADVISE START AND FINISH DATES SO RAILROAD INSURANCE EFFECTIVE DATES CAN BE FURNISHED. N-77."

I answered as follows:

> "CONTRACT FOR LOBERT GRADING AWARDED HOUCK MARCH 2. SPECIFIED COMPLETION DATE OCTOBER 31, 1939. PROBABLY WILL FINISH WELL AHEAD OF THIS DATE."

I am not sure from your wire just what information you wanted. We have been advised by Mr. Houck's insurance agent that the railroad protective policies in the name of the Southern Pacific Company and The Western Union Telegraph Company had been forwarded to Mr. Houck on March 11 for delivery to your company at the time when he signed the Railroad-Contractor agreement provided for in our specifications. This is the agreement which is detailed in the agreement with your company covering this project. At that time copies of the railroad protective insurance policies were given us. The public liability policy was issued by the Great American Indemnity Company and is their number LP 13917. The property damage insurance was issued by the Standard Marine Insurance Company and is their number IM 22986. Under date of March 16 we wrote your head office asking that we be advised when these policies were delivered to you and if they satisfied your requirements. We have had no advice to the contrary, and presume that they are in order. The public liability policy went into effect March 9, and runs for one year; the property damage insurance policy went into effect March 2, and runs for one year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP GM
cc S. H. Probert
C. A. Gardner

March 27, 1939

The Southern Pacific Company
65 Market Street
San Francisco, Dalifornia

Attention: Mr. Kirkbride

Gentlemen:

In reply to the inquiry made in the last paragraph of your letter of March 23rd, this will advise that the construction of the embankment approaches to the proposed grade separation at Lobert, in Klamath County, was contracted to Roy Houck on March 2nd.

The bids planned to be taken on April 6th, were for the construction of the overcrossing structure, but, through failure to receive certain authorizations from the Washington Office of the Bureau of Public Roads, it has been necessary to postpone the receiving of bids for the structural work until a letting which we propose to hold on May 11th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

012-22

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA

IN REPLY PLEASE REFER TO

W. H. KIRKBRIDE,
CHIEF ENGINEER
E. E. MAYO,
ASSISTANT CHIEF ENGINEER
F. L. GUY,
ENGINEER MAINTENANCE OF
WAY AND STRUCTURES

RECEIVED
MAR 25 1939
STATE HIGHWAY COMMISSION

March 23, 1939...

Mr R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. S. H. Probert,
Office Engineer.

Dear Sir:-

Referring to your letter of March 16th regarding the proposed grade separation project at Lobert, Klamath County, Oregon.

The insurance policies to which you refer have not yet been delivered to our San Francisco office. However I am taking up with our Sacramento and Dunsmuir offices the contents of your letter so that they will advise in event the policies are delivered there.

Your letter of March 16th is not entirely clear to us inasmuch as you state the policies have been turned over to Roy Houck, Contractor, whereas your letter of March 15th, states that you propose to take bids on this project on April 6, 1939. Will you kindly clarify.

Yours truly,

Contract for grading was let March 2nd

March 16, 1939

Southern Pacific Company
65 Market Street
San Francisco, California

Attention: Mr. Kirkbride

Gentlemen:

In connection with the grade separation project at Lobert in Klamath County, we are informed that the certain liability and property damage policies issued in the name of your Company have been turned over to Roy Houck, contractor, for delivery to you.

Please advise us as to the date on which the policies referred to are delivered to you, and as to whether or not they satisfy your requirements.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
MAR 13 1939
OREGON
STATE HIGHWAY COMMISSION

C. A. TOMASSENE
Agent
United States Fidelity and Guaranty Company
614 Wilcox Building Telephone: ATwater 7521
PORTLAND, OREGON

March 11, 1939

Mr. H. B. Glaisyer
State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract #2161-R. L. Houck
Lobert Section-The Dalles-California
Highway, Klamath County, Oregon

In connection with the above contract, the specifications required duplicate copies of public liability and property damage insurance, with limits as designated, and also two copies of certificate of insurance be filed with your commission.

The contracts and bonds were forwarded to your office, under separate cover, yesterday, and for the completion of your files I am enclosing the necessary copies of policy and certificates on this contract.

The Railroad Protective policies, which were issued in the name of the Southern Pacific Company and Western Union Telegraph Company, have been forwarded to Mr. Houck direct so that he in turn can deliver them to the railroad company when he signs their agreement.

If you require any additional copies of this insurance or if there are any requirements I have failed to take care of please write me direct and I will give the matter my immediate attention.

Yours very truly,

C A Tomassene
C.A.Tomassene

Copies of policies above referred to have been filed with final construction records for contract No. 2161.

Enc.
C/hh

RECEIVED
MAY 16 1939
FOR FILING

743H 83-6

April 12, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lobert Section, Project No. FAGH 83 (6).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 83 (6)

LOBERT SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1939

(Sta. 1236+30 to 1249+56)(Sta. 1252+28 to 1265+58)

All Required		Clearing and Grubbing		$ 1,000.00
115,000	cu. yds.	Excavation, Single Classif.	$ 0.14	16,100.00
74	cu. yds.	Class "D" Concrete	20.00	1,480.00
12,000	lbs.	Metal Reinforcement	0.0375	450.00
2,900	cu. yds.	Gravel Topping	.14	406.00
2,900	yd. mi.	Hauling Gravel Topping	.08	232.00
500	M-Gal.	Sprinkling	.10	50.00
			Subtotal	$ 19,718
			10% Engr. & Cont.	1,971
			Total	$ 21,689

Length .503 mile
Cost per mile $43,119

FAGM Funds Requested- -$ 21,689

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

The emergency requiring the immediate approval of the attached Price Agreement No. 1, Lobert Section, Contract No. 2161, is to avoid holding up the contractor.

The resident engineer advises that the contractor will now be required to alter his plans, and that he has approximately two days work remaining before it will be necessary for him to suspend operations pending the installation of this culvert.

Very truly yours,

WM. E. CHANDLER
Division Engineer

By:
R. M. Smith

rms/e
encl.
cc Mr. R. H. Baldock

RECEIVED
MAR 24 1939

March 23, 1939

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2161 which was awarded to you by the State Highway Commission on March 2, 1939, covering the grading of the Lobert Section of The Dalles-California Highway, in Klamath County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2161

RECEIVED
[illegible]

RECEIVED
MAR 24 1939
[illegible]
STATE HIGHWAY COMMISSION

Union Oil Company of California
YEON BUILDING
PORTLAND, OREGON

March 23, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

ROY HOUCK
Salem, Oregon

It is our understanding that Roy Houck has been awarded a contract for one-half mile grading on the Lobert Section of The Dalles-California Highway, in Klamath county.

We shall appreciate additional information on this contract and attach our contractor questionnaire which I shall appreciate your completing and returning to this office.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbison

IH:EAC
Enclosure

March 3, 1939

MR. ROY L. HOUCK
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2161, which was awarded to you on March 2, 1939, by the Oregon State Highway Commission, covering the grading of the Lobert Section of The Dalles-California Highway, in Klamath County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of the Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page of ADDITIONAL SPECIAL PROVISIONS immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, etc.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

109#8

March 3, 1939

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

The State Highway Commission on March 2, 1939, awarded you the contract for 0.90 mile grading on the Lobert Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $19,718 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By [illegible],

Secretary

AH

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 16 1939
FOR

FAGH-83-6

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project No. FAGH 83 (6), the Lobert section of The Dalles-California Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FORM 2-B-1 2500 6-29

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 28th
1939

Const
Projects
Grade Crossings

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our estimate of February 27th covering the proposed LOBERT OVERCROSSING grading project in Klamath County.

In the setting up of the funds necessary for the completion of this project, we would like to call your attention to the item of extra work for moving railroad right of way fence, $100.00 and payments to the railroad and Western Union for the moving of pole lines, $500.00

Very truly yours,

WM .E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

Cc-Mr. R. H. Baldock ✓

NOTED
Highway Engineer

FORM 5-B-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
RECEIVED
STATE HIGHWAY

Const
Projects
Grade Crossing

February 27th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the LOBERT OVERCROSSING section of the The Dalles-California Highway, Klamath County, 0.50 of a mile grading:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing			Lump Sum	$ 500.00
2.	Excavation, Single Class	115,000	cu. yds	@ 0.25	28,750.00
3.	Class "D" Concrete	74	" "	@ 30.00	2,220.00
4.	Metal Reinforcement	12,000	lbs.	@ 0.07	840.00
5.	Gravel Topping	2,900	cu. yds.	@ 0.35	1,015.00
6.	Hauling Gravel Topping	2,900	yd. mi.	@ 0.15	435.00
7.	Sprinkling	500	M-Gals.	@ 1.50	750.00
	Total Amount of Estimate				$ 34,510.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED
Highway Engineer

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
MAR 16 1939
FOR [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAGH 83-6

RECEIVED
FEB 17 1939
OREGON
STATE HIGHWAY COMMISSION

February 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing project FAGH 83 (6), the Lobert-Modoc Point section of The Dalles-California Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 10 1939
FOR FILING

FAGH 83-6

February 9, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans for the Lobert Section, Project No. FAGH 83 (6). Likewise, are enclosed four copies of a statement covering the status of right of way.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 83 (6)

LOBERT SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 9, 1939

(Sta. 1236+30 to 1249+56) (Sta. 1252+28 to 1265+58)

All Required		Clearing and Grubbing		$ 500.00
115,000	cu. yds.	Excavation, Single Classif.	$ 0.25	28,750.00
74	cu. yds.	Class "D" Concrete	25.00	1,850.00
12,000	lbs.	Metal Reinforcement	0.07	840.00
2,900	cu. yds.	Gravel Topping	0.35	1,015.00
2,900	yd. mi.	Hauling Gravel Topping	0.12	348.00
500	M-Gal.	Sprinkling	1.50	750.00
			Subtotal	$ 34,053
			10% Engr. & Cont.	3,405
			Total	$ 37,458

Length .503 mile
Cost per mile $ 74,469

FAGM Funds Requested- $ 37,458

All necessary right of way is secured on the Lobert Section of The Dalles-California Highway, Project No. FAGH 83-A (6).

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FORM 9-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

January 25th
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
Ass't State Highway Engineer

Dear Sir:

In accordance with your telephone request of this date we are returning herewith blue print profile and bridge plan blue print of the LOBERT OVERCROSSING.

We have contacted Resident Engineer Weaver who advises that this profile is the one he has been using in the staking of the adjacent project.

It is noted that the Bridge Department has made some changes in the grades using a minus 3.6 instead of the minus 3.7 and have shifted the grade break south 30'. We have computed the elevations at each end of the overhead structure and the difference of 1.22' appears satisfactory on the north end, while the difference of 0.37' does not appear satisfactory on the south end.

Resident Engineer Weaver also advises that the quantity shown on the brackets, with the necessary corrections for changes at the ends, should be considered correct.

You will note that Houck Construction Company has placed approximately 10,000 yards at the south end of the Williamson River Bridge.

Your attention is called to the typical sections attached to the specifications submitted under date of January 24th show a basic width of 40'. This information was taken from the enclosed profile. After checking with Mr. Weaver, this date, we find that he is planning on using a basic width of 38' on this section.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
2 Encls.
cc-Mr. C. B. McCullough ✓

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

January 24th
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are this date forwarding to your office the following data pertaining to the grading work on the LOBERT OVERCROSSING on The Dalles-California Highway in Klamath County:

3	Copies, Engineer's Estimate
2	Copies, Special Provisions
3	Copies, Statement of Source of Materials
1	Copy, Drawing 1R2-2003, Standard Guard Rail
1	Roll, Cross Sections (hard green) Cross-sections taken by Weaver's crew and we are returning the computations and roll of platted cross sections made up in your office.

In regard to the gravel pit located 500 feet west of Station 1285. Although certain that this property is now owned by the State Highway, there is nothing on file in this office to substantiate this.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. C. B. McCullough ✓

RECEIVED
JAN 19 1939
FOR FILING

[illegible]

January 18, 1939.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Referring to the extension of the railroad siding at the Lobert Overcrossing on the Dalles-California Highway, please be advised that some estimate has been prepared in this office and which has amounted to be of approximately 5000 cubic yards of excavation. You will please check these figures, all calculations referring thereto being forwarded under separate cover as well as a print of the plan of the structure and a print of the vicinity map of the crossing.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H.W.Libby
H
CC to
C. B. McCullough

FORM 8-T-1 3M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 11 1939
FOR FILING

January 9, 1939

Mr. K. D. Lytle, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

NOTED
Asst State Highway Engineer

Dear Sir:

In response to your request of January 6 I am sending copies of the sketch maps which we introduced at the hearing in Klamath Falls.

However, the order as finally written by the Public Utilities Commissioner stated that the clearing was to include an area 500 feet each way along the highway and each way along the railroad from the intersection. In other words, as shown in red on one of the maps being sent to you.

Very truly yours,

John Beakey
Traffic Engineer

JB:JJ

cc. C. B. McCullough

FORM 5-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
20 1938

Const. Projects

OREGON STATE HIGHWAY COMMISSION

SALEM
June 17, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. G. M. Taylor,
Southern Pacific Company,
Dunsmuir, Calif.

NOTED
Highway Engineer

Dear Sir:

In reply to your letter of June 9, 1938, in regard to the angle of crossing of the Southern Pacific Railroad and the Dalles-California Highway at Lobert in Klamath County, Ore., please be advised that ordinarily we show an angle between lines tangent to the curves but in this case the angle was measured between the center line of the highway and a chord running from the point of intersection of the two lines to the B.C. of the railroad curve. At the B.C. of this curve there is a further angle of 0°26' to the railroad tangent. These angles show that the datum of the azimuths used by both the railroad and highway are identical. A print of the vicinity map with the above angles shown thereon is being forwarded herewith.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H

CC to
R.H.Baldock ✓
G. S. Paxson
W. E. Chandler

FORM 8-A-1 1000 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED

June 13,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. B. Weaver,
Resident Engineer,
Klamath Falls, Ore.

OTED
Engineer

Dear Sir:

Under separate cover there is being forwarded a print of the Lobert Overcrossing on the Dalles-California Highway.

The Southern Pacific Railroad is unable to check the bearing of the railroad tangent with the information furnished on this map. The angle at the crossing is shown as 33°31'. It is not quite clear as to just what this angle represents. Whether it is between the highway center line and the tangent to the curve of the railroad at the point of intersection, or whether it is an angle to the railroad tangent introduced, or if it is an angle to the chord of the railroad curve to the point of intersection of the B.C. of the curve.

Ordinarily this angle should have been measured tangent to the curve of the railroad at the point of intersection, and has apparently been taken as such by the Southern Pacific Railroad. They therefore figure the bearing of the railroad tangent from this information as being N 25°4'East. Their records show that the bearing of the tangent is N 24°25' East. If the angle as measured is to the chord of the curve the bearings would check reasonably close.

Please advise as to how this angle was measured.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H

CC to
R.H.Baldock
W. E. Chandler

ORM 8-A-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 4 1938
FOR FILING

April 1, 1938

Mr. W. L. Hack
Southern Pacific Company
Dunsmuir, California

NOTED

Dear Sir:

Reference is made to your letter of March 26th and to your Drawing AGM 6425 attached thereto referring to the proposed Lobert Overcrossing in Klamath County. We have examined this carefully and do not feel that it is practicable to retain our fill slopes on the top of the widened cut as you suggest. To meet your needs we will, however, extend the viaduct by approximately 20 feet to provide an adequate berm at the toe of slope.

We can provide that the excavation for this siding extension as shown on your drawing be made by our contractor as a part of this project. We can also include the revision of the signals as a part of the reimbursable cost of the project. It would seem, however, that the extension of the siding is a betterment of the railroad facilities and as such should be done by your company outside of the overcrossing project. Will you please advise whether this arrangement meets with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
H. G. Smith
J. W. DeSouza

FORM 12-37
COMMISSIONERS
CABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
APR 4 1938
FOR FILING

March 21, 1938

Mr. W. L. Hack
Southern Pacific Company
Dunsmuir, California

NOTED
[illegible]

Dear Sir:

Reference is made to your letter of March 18th, regarding the proposed overcrossing of your main line near Lobert siding in Klamath County.

The length of the proposed structure is controlled by the slopes of the highway embankment. If we were to carry the present siding underneath the structure it would be necessary to add another span at the north end. To provide an additional thirty feet of clearance for these slopes would require about fifty-four feet of structure on account of the skew angle. It would seem that your objection could be met by extending the siding to a point where the headblock would be just west of the structure and to place the block signal controlling south bound traffic just east of the structure. This would provide about the same distance between the block signal and the headblock as you have at present. With this arrangement it would not be necessary to extend the structure.

The state could do the grading for this extension of the siding and prepare the roadbed and your company could lay the additional 200 feet of track. I believe that the federal government would hold these expenditures reimbursable. I am attaching a print of the vicinity map showing what I have in mind.

We will provide the 22'6" vertical clearance from top of rail as requested. Please advise whether the above arrangement is satisfactory.

Under separate cover we are mailing you two additional sets of the drawings showing the layout for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosure
cc R. H. Baldock
J. W. DeSouza

CONTRACT # [redacted] 2162

FAS 22 A(1) North Powder-Davis Ranch Sec.
North Powder River County Road 1939

#2162

RECEIVED
JUL 31 1944
FOR FILING

FAS 22-A

July [illegible], 1944

Honorable County Court of Union County
La Grande, Oregon

Gentlemen:

This Department has received a communication under date of July 21 from Mr. [illegible] Lynch, District Engineer, Public Roads Administration, of Portland, with regard to maintenance inspection of Oregon FAS Project 22-A, the North Powder River Road, made by a representative of the Public Roads Administration on July 13.

The report of inspection states that many sections of the bituminous mat have failed and need patching before winter. The surface is also in such condition from past failure that a seal is needed. The surface will show serious deterioration if left in its present state and allowed to go unpatched into another wet season.

When federal funds were allocated to this project, Union County executed an agreement with the State Highway Commission to provide sufficient funds and to maintain the road in a condition satisfactory to the Public Roads Administration and the State Highway Commission.

It will be appreciated if you will advise this Department what plans you have for the maintenance of this section of road, so that we may advise the Public Roads Administration.

Very truly yours,

R. H. Baldock
State Highway Engineer

6

FAS-22-A

July 21, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon
Attention: Mr. Oscar Cutler
Assistant Staff Engineer

Dear Sir:

Maintenance inspection of Oregon FAS project 22-A, the North Powder River Road, was made on July 13.

The report of inspection states that many sections of the bituminous mat have failed and need patching before winter. The surface is also in such condition from past failure that a seal is needed. The shoulders are also weed grown. This latter, however, we are not so much concerned with at present. The surface, however, will show serious deterioration if left in its present state and allowed to go unpatched into another wet season.

Will you please call this matter to the attention of Union County and advise this office of any steps they are taking to remedy the conditions.

Very truly yours,

NOTED

W. H. LYNCH
District Engineer

RECEIVED
JUL 22 1944
OREGON
STATE HIGHWAY COMMISSION

Original sent to Cutler

NOTED
D. G. DeSart

RECEIVED
FEB 10 1941
FOR FILING

FAS 22-17-1

February 8, 1941

Secretary of State
State Capitol Building
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of February 7th transmitting satisfaction of claim of the Panther Oil & Grease Manufacturing Co. against C. E. Silbaugh Co., Inc. and the General Casualty Company of America for material used on contract No. 2162 for grading the North Powder-Davis Ranch Section of the North Powder River County Road.

We are today acknowledging satisfaction of this claim to the surety and contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

DGD:OA

Secretary

NOTED
D. G. DeSart

February 8, 1941

General Casualty Company of America
Seattle, Washington

Dear Sirs:

We have today been informed by the Secretary of State that the claim of the Panther Oil & Grease Manufacturing Co. against C. E. Silbaugh Co., Inc. and the General Casualty Company of America for material furnished for the work performed under contract No. 2162 for grading the North Powder Davis Ranch Section of the North Powder River County Road has been satisfied.

This letter will also acknowledge receipt of the carbon copy of your letter of transmittal dated February 5th to the Secretary of State.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

DGD:OA

cc: C. E. Silbaugh Co., Inc.
516 Willow Street
Pendleton, Oregon

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 7, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B Glaisyer

There is enclosed for your information, a copy of a letter from Panther Oil & Grease Mfg. Co. advising that their claim has been satisfied.

The letter was forwarded to this office by the General Casualty Company of America, Seattle.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 2

REFERRED TO
DeSart
BY SECRETARY

acknowledge & notify contractor & surety

ORS

COPY

PANTHER OIL & GREASE MFG. CO.

FORT WORTH, TEXAS

January 28, 1941

Secretary of State
State of Oregon
Salem, Oregon.

RE: C. E.Silbaugh Co., Inc.
Our Claim - $187.40
Job. No. 2162 - North Powder - Davis
Ranch Section of North Powder
River County Road in Union
County, Oregon.

Dear Sir:

On November 29, 1939, we filed our claim under the above. This is to advise that our claim against the General Casualty Company of America, the contractor's surety, has been completely settled and our claim is therefore withdrawn.

Thanks for your cooperation.

Sincerely,

PANTHER OIL & GREASE MFG. CO.

JDB:BMS

By J. D. Blackwell

TEXAS' LARGEST EXCLUSIVE MANUFACTURERS OF LUBRICANTS AND ROOF COATING

RECEIVED
FOR FILING

FAS 33-A-1

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

cc: Oregon State Highway Commission
Salem, Oregon ✓

February 5, 1941

Secretary of State,
State of Oregon
Salem, Oregon

Dear Sir:

C. E. Silbaugh Company, Inc. - Job No. 2162
North Powder-Davis Ranch Section of North
Powder River County Road in Union County, Ore.

Enclosed is original letter addressed to you by the Panther Oil & Grease Manufacturing Company advising of the withdrawal of their claim. This we believe is the last outstanding claim in connection with this job. We regret the delay in getting this matter cleaned up, but it was unavoidable under the circumstances.

Very truly yours,

Gordon H. Sweeny
bj-emc

Legal Department

NOTED
D. G. DeSart

RECEIVED
FEB 7 1941
FOR FILING

FAS 33-A-1

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

cc: Oregon State Highway Commission
Salem, Oregon

February 5, 1941

Secretary of State,
State of Oregon
Salem, Oregon

Dear Sir:

C. E. Silbaugh Company, Inc. - Job No. 2182
North Powder-Davis Ranch Section of North
Powder River County Road in Union County, Ore.

Enclosed is original letter addressed to you by the Panther Oil & Grease Manufacturing Company advising of the withdrawal of their claim. This we believe is the last outstanding claim in connection with this job. We regret the delay in getting this matter cleaned up, but it was unavoidable under the circumstances.

Very truly yours,

Legal Department

Gordon N. Sweeny
bj-enc.

NOTED
D. G. DeSart

FAS 22-A-1

February 2, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Seattle, Washington

Attention Gordon H. Sweany
Legal Department

Gentlemen:

Reference is made to your letter of January 31, concerning the claim of the La Grande Concrete Pipe Company in the amount of $230.12 against G. E. Gilbaugh Company, State Highway Contract No. 2162 - North Powder-Davies Ranch Section, in Union County.

You are advised that this claim was received at this office on December 9, 1939, from the Secretary of State. However, the claim was filed in the office of the Secretary of State on December 7.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FEB 1 - 1

AMERICA GENERAL COMPANIES

H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE

January 31, 1940

State Highway Commission
Salem, Oregon

Attention Mr. Glaisyer, Secretary

Gentlemen:

Contract #2162 - North Powder-Davis Ranch
Section, Union County, C. E. Silbaugh Co.

On January 22 you advised us concerning the claims which have been filed in the above matter against C. E. Silbaugh Company. We are particularly interested in the La Grande Concrete Pipe Company's claim, about which there seems to be some question, and we should like to have you check your records carefully as to just when this particular claim was filed with your department.

Your letter of January 22 stated that it was filed on the 9th of December, but we have had some previous information that it was filed on the 7th; and we should like to clear up the possible question of a typeographical error.

We regret the necessity for further imposing upon your time in this connection.

Very truly yours,

Gordon H Sweany

Legal Department

Gordon H. Sweany
bj

Jim
what is correct?
ASS

#2162

FAS 22-A-1

January 22, 1940

General Casualty Company of America,
Seattle, Washington.

Attention: Gordon H. Sweeney,
Legal Department.

Gentlemen:

In accordance with your request of January 19th we wish to advise that the claims which have been filed in this office against C. E. Silbaugh Company, in connection with Contract No. 2162, North Powder-Davis Ranch Section in Union County, are as follows:

Oct, 28, 1939 Truscon Steel Co. $149.48 for material.
(On Nov, 17, 1939, we were advised that the above claim had been settled)
Sept, 23, 1939 Tide Water Associated Oil Co. $469.05.
(On Nov, 28th the above Company advised that their claim had been settled)
Nov, 29, 1939 Panther Oil & Grease Co. $187.42 for supplies.
Dec, 9, 1939 La Grande Concrete Pipe Co. $258.12 for material.

Very truly yours,

Secretary.

Dict. by J. McFarland.

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT

January 19, 1940

State Highway Commission
Salem, Oregon

Attention Mr. Glaisyer: Secretary

Gentlemen:

State Highway Contract #2162 - North Powder-Davis Ranch Section of the North Powder River County Road, Union County - C. E. Silbaugh Company

We should appreciate a list of all claims of which notice has been filed with you in connection with the above contract, with the amount claimed and the date of filing.

We have paid some of these claims, but are not sure whether we have been notified of all of them and, consequently, would thank you for your kindness in giving us this information.

Very truly yours,

Gordon H. Sweany
Legal Department

Gordon H. Sweany
bj

Jan
personally

#2162

December 11, 1939

Hon Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 8, enclosing three copies of a notice of claim by La Grande Concrete Pipe Company, in the amount of $239.12, against C. E. Silbaugh Company for concrete pipe furnished said company in connection with the performance of State Highway Contract No. 2162 - North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

We are noting this claim in our records of this job and forwarding copies of the notice thereof to the contractor and his surety today.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

GENERAL CASUALTY COMPANY OF AMERICA
c/o G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We are in receipt of a notice of claim filed with the Secretary of State against C. E. Silbaugh Company, in the amount of $239.12, by La Grande Concrete Pipe Company, for concrete pipe furnished by them in connection with the execution of State Highway Contract No. 2162 – North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

Inasmuch as you are surety for the contractors on this job, we are notifying you of this claim against them, that you may give it your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL
cc - C. E. Silbaugh Company
516 Willow Street
Pendleton, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 8, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by La Grande Concrete Pipe Co. for $239.12 against the bond taken from Chas. Silbaugh, principal, and General Casualty Company of America, surety, for work on the North Powder-Davis Ranch Section of the North Powder River County Road which was received and filed in this office on December 7th.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S.FM
encs. 3

Mrs Lewis
prepare usual letters
HBG

COPY

LA GRANDE CONCRETE PIPE CO.

P. O. Box 255 La Grande, Oregon Factory, Island City, Ore.

Phone Main 120

Dec. 5, 1939

Earl Snell, Secty. of State,
Salem, Ore.

Dear Sir: - Notice is hereby given that the undersigned, La Grande Concrete Pipe Co. La Grande, Ore. has a claim for concrete pipe in the sum of $239.12 against the bond taken from Chas. Silbaugh as principal and General Casualty Company of America as Surety for the work of constructing highway No. 2162 for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

Very truly yours,

La Grande Concrete Pipe Co.

By L. S. KLINE

Endorsed: File No. 2848
Filed Dec. 7, 1939
EARL SNELL
Secretary of State

#2162

FA 22-A-1

December 5, 1939

LA GRANDE CONCRETE PIPE COMPANY
P. O. Box 255
La Grande, Oregon

Attention F. L. Kline

Gentlemen:

This acknowledges your letter of December 4, advising of your claim against C. E. Silbaugh Company, in the amount of $239.12, for concrete pipe furnished Silbaugh in connection with his contract, No. 2162, with the State Highway Commission for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

The Silbaugh Company furnished the state a surety bond in connection with this contract, which bond was to guarantee satisfactory completion of the project and to protect claims arising out of the job. The bond was written by the General Casualty Company of America, for which G. F. Hedges is local agent, at Pendleton, Oregon. I would suggest that you file your claim with the bonding company's agent and also with the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your guidance

In accordance with our usual practice, we are today advising the contractor and surety that this claim has been filed.

Very truly yours,

Secretary

MC:MBL

December 5, 1939

GENERAL CASUALTY COMPANY OF AMERICA
G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We are in receipt of the following letter from the La Grande Concrete Pipe Company:

> "Notice is hereby given that the undersigned, La Grande Concrete Pipe Co., La Grande, Ore., has a claim for concrete pipe in the sum of $239.12 against the bond taken from Chas. Silbaugh as principal and General Casualty Company of America as surety for the work of constructing highway No.2162 for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County."

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the claim letter that you may give it your prompt attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

cc - C. ~~B~~ E. Silbaugh Company
516 Willow Street
Pendleton, Oregon

IRRIGATION PIPE DRAIN [illegible] SEWER PIPE [illegible] PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255
LA GRANDE, OREGON
FACTORY, ISLAND CITY, ORE.
PHONE MAIN 120

RECEIVED
DEC 5 - 1939
[illegible] DIVISION

Dec. , 1939

To Oregon State Highway Commission,
Salem, Ore.

Gentlemen:-

Notice is hereby given that the undersigned, La Grande Concrete Pipe Co., La Grande, Ore. [illegible] claim [illegible] pipe [illegible] [illegible] the [illegible] [illegible] America [illegible] Surety [illegible] the [illegible] [illegible] -Davis [illegible] Port [illegible] [illegible]

Yours truly,

La Grande Concrete Pipe Co.

L. J. Heine

ACKNOWLEDGED
H. B. GLAISYER

#2162

FPS 22-A-1

November 29, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 27, advising of the settlement in full of the claim of the Tidewater Associated Oil Company against C. E. Silbaugh Company in connection with the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, being State Highway Contract No. 2162.

We are today notifying the surety, General Casualty Company of America, of this settlement.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

November 29, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We are in receipt of notice from the office of the Secretary of State that the claim of the Tide Water Associated Oil Company against C. E. Silbaugh, in the amount of $469.03, for work in connection with the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, has been paid in full.

Inasmuch as you are surety for the contractor on this job we are bringing advice of this settlement to your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - C. E. Silbaugh Company
Temple Hotel
Pendleton, Oregon

2162

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 27, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information a copy of a letter from the Tide Water Associated Oil Company advising that their notice of claim has been paid in full.

Very truly yours,

Earl Snell

Secretary of State

[illegible]:FA

REFERRED TO
SECRETARY

COPY

Tide Water Associated Oil Company

ASSOCIATED

Division

800-73 Pittock Block
Portland, Oregon
November [illegible], 1939

The Secretary of State
State of Oregon
Salem, Oregon

Re: C. F. [illegible] Company Inc.
Claim #409.0[illegible] - Job #2162
North Powder-Davis Ranch
Section of the North Powder
River County Road in Union
County, Oregon.

Dear Sir:

Please refer to claim filed with you under date of September 22, 1939.

This is to inform you that we have received payment in full from the General Casualty Company of America.

Yours very truly,

Tide Water Associated Oil Company
ASSOCIATED DIVISION

J. H. DALTON
J. H. Dalton
District Credit Manager

JHD:LB
cc-General Casualty Company of America

#2162

FAS 22-A-1

November 29, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 28 enclosing three copies of a notice of claim by Panther Oil & Grease Manufacturing Company, Fort Worth, Texas, for materials furnished C. E. Silhaugh Company, Inc., in the sum of $187.42, in connection with the work of grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, being State Highway Contract No. 2162.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractor and his surety, General Casualty Company of America.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 29, 1939

GENERAL CASUALTY COMPANY OF AMERICA
C/O G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Panther Oil & Grease Manufacturing Company, Fort Worth, Texas, in the amount of $187.42, against C. E. Silbaugh Company, Inc., for materials furnished in connection with the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, being State Highway Contract No. 2162.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - C. E. Silbaugh Co., Inc.
Temple Hotel
Pendleton, Oregon

COPY

To Secretary of State,

State of Oregon:

Notice hereby is given that the undersigned Panther Oil & Grease Mfg. Company, Fort Worth, Texas, has a claim for lubricants in the sum of $187.12 against the bond taken from C. E. Silbaugh Company, Inc., principal and General Casualty Company of America, surety for the work of grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, Contract No. 2162.

PANTHER OIL & GREASE MFG. CO.

BY CARL SHANKS,
Secretary

ENDORSED:

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 28, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of the notice of claim by Panther Oil & Grease Mfg. Company, Fort Worth, Texas, for materials furnished in the sum of $187.42 against the bond taken from C. E. Silbaugh Company, Inc., principal and General Casualty Company of America, surety for work of grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, Contract No. 2162.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FL

ENC.

#2162

FAS 52-A-1

November 17, 1939

TRUSCON STEEL COMPANY
2139 N. Kerby
Portland, Oregon

Gentlemen:

This acknowledges receipt of a carbon copy of your letter to the Secretary of State of Oregon advising that your claims against C. E. Silbaugh Company covering the value of reinforcing steel furnished by you in connection with the North Powder-Davis Ranch Section job, have been settled in full.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

NOV 17 1939

Nov. 16, 1939

Secretary of State of Oregon
Salem, Oregon

Dear Sir:

Subject: Culverts and Grading Project
3 miles south of North Powder, Ore.
C. E. Silbaugh, General Contractor

Under date of Sept. 20th, we filed with you notice of claims against C. E. Silbaugh covering the value of reinforcing steel furnished by us on the above job.

This will advise that our claim has been settled in full by the General Casualty Company of America.

Very truly yours,

Truscon Steel Company
2139 N Kerby Portland

By C W Anderson
District Manager

CWAnderson:fw
CC: Ore. St. Highway Dept. ✓
CC: General Casualty Co.
of America
CC: J. Kaufman

REFERRED TO
SECRETARY

[illegible]

H. [illegible]

FAS 22-A-1

November 17, 1939

GENERAL CASUALTY COMPANY OF AMERICA
G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We have this day received from Truscon Steel Company advice to the effect that their claims against C. E. Hilbaugh Company, covering the value of reinforcing steel furnished in connection with the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, have been paid in full.

Since you are surety for the contracter on this job, we are passing this information along to you for your records.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - C. E. Hilbaugh Company
516 Willow Street
Pendleton, Oregon

VED
NOV 1[illegible] 1939

#2162

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

FAS 22-A-1

cc: Oregon State Highway Commission
Salem, Oregon

cc: G. F. Hodges Insurance Agency
Pendleton, Oregon

November 15, 1939

Tidewater Associated Oil Company
Associated Division
866 Pittock Block
Portland, Oregon

Gentlemen: Attention Mr. Dalton, District Credit Manager

Contract No. 2162 - North Powder River
Grading Project - Union County, Oregon
C. E. Silbaugh Company

Enclosed is our check in the amount of $469.03 payable to your order, in full and complete settlement of any and all claims in any way arising out of the above contract or materials furnished or work done by your company in connection therewith, either against C. E. Silbaugh Company or against this Company as its surety.

Please notify the Oregon State Highway Department that the claim which you have filed with them has been paid, and kindly acknowledge receipt of this check in payment of the matters above set forth.

Very truly yours,

Gordon H. Sweany
bj-enc.

Legal Department

#216 ✓

FAS 22-A-1

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

cc: Oregon State Highway Commission ✓
Salem, Oregon

cc: G. F. Hodges Insurance Agency
Pendleton, Oregon

November 15, 1939

Truscon Steel Company
2139 North Kerby Avenue
Portland, Oregon

Gentlemen:

Contract No. 2162 - North Powder River
Grading Project - Union County, Oregon
C. E. Silbaugh Company

Enclosed is our check in the amount of $149.48 payable to your order, in full and complete settlement of any and all claims in any way arising out of the above contract or materials furnished or work done by your company in connection therewith, either against C. E. Silbaugh Company or against this Company as its surety.

Please notify the Oregon State Highway Department that the claim which you have filed with them has been paid, and kindly acknowledge receipt of this check in payment of the matters above set forth.

Very truly yours,

Gordon H. Sweeny
Legal Department

bj-enc.

#2162

November 8, 1939

Panther Oil & Grease Manufacturing Company

Fort Worth, Texas

Attention: R. H. Wyatt, Credit Manager

Gentlemen:

Reply is made to your letter of November 6, 1939, in regard to your account against C. E. Silbaugh Company, same being in the amount of $187.42, arising out of the Silbaugh Company's contract with the Oregon State Highway Commission for the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, Contract No. 2162.

Inspection of our records reveals that this contract was completed on May 5, 1939, and was accepted by the State Highway Commission on June 6, 1939; further, that the State Highway Commission has made final payment to the C. E. Silbaugh Company for this work.

The records also disclose that the C. E. Silbaugh Company is a corporation and that they are principals in connection with the above-mentioned contract. The address of the company is 516 Willow Street, Pendleton, Oregon.

The surety on the bond furnished by the company in connection with this job is the General Casualty Company of America for whom G. F. Hodges, Pendleton, Oregon, is the local agent.

According to Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which I inclose, claimants against highway contractors must file with the Oregon Secretary of State a notice of claim prior to the expiration of a period of six months from date of completion of the contract and acceptance thereof by the State Highway Commission which, in this instance, would be on or before December 6, 1939.

In accordance with our usual practice, I am today bringing your claim to the attention of the contractor and his surety.

Very truly yours,

Secretary

HBG:AM

November 8, 1939

General Casualty Company of America
G. F. Hodges, Agent
Pendleton, Oregon

Gentlemen:

The State Highway Commission has today been advised that the Panther Oil & Grease Manufacturing Company, Fort Worth, Texas, has a claim against C. E. Silbaugh Company, in the amount of $187.42, in connection with Contract No. 2162 which is for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

This information is being given you inasmuch as you appear surety on the bond furnished by the C. E. Silbaugh Company in connection with the above-mentioned contract.

Very truly yours,

Secretary

HBG:AM

cc - C. E. Silbaugh Co.
516 Willow Street
Pendleton, Oregon

Nov, 8, 1939

H. B. G.

They no doubt refer to Cont. #2162 - North Powder-Davis Ranch Section - Union County, 4.65 miles of grading. This contract was completed May 5, 1939 and was accepted June 6, 1939. Final payment has been made. Bond furnished by General Casualty Company of America, G. F. Hodges, Agent, Pendleton, Oregon. The following claims have already been filed: Truscon Steel Co. $149.48; and Tidewater Associated Oil Co., $469.03.

J. McFarland.

---

information about this project.

Please let us know the approximate date of completion, and how long we have in which to formerly file our claim. Please let us know whether C.E. Silbaugh Company is the principal, or sub-contractor. Please tell us who the surity is.

If the contract has been completed, please let us know the approximate date of completion. If it has not yet been finished, what is the estimated date of completion?

Here's a postage free envelope for your convenience. Will appreciate your giving us any information possible with reference to the work being done by this contractor at Pendleton.

Thanks for your courtesy and cooperation.

Yours very truly,

Credit Manager.

RHW:S:GG

PANTHER OIL & GREASE MFG. CO.

BATTLESHIP
ASBESTOS ROOF COATING

PANTHER
THE GREASE IN THE SILVER DRUM

Fort Worth, Texas

Nov. 6th, 1939

AIRMAIL.

State Highway Dept.,
Salem, Ore.

Gentlemen:

Re: C.E.Silbaugh Co., Inc.,
Pendleton, Ore. - $187.42
Project No. 25-A1-B1-L

In December of last year and in February of this year, we furnished to the above contractor lubricants to be used in connection with the above project. Although our account is past due it has not been paid. It may be necessary, therefore, for us to file claim. So we would appreciate your giving us a little information about this project.

Please let us know the approximate date of completion, and how long we have in which to formerly file our claim. Please let us know whether C.E. Silbaugh Company is the principal, or sub-contractor. Please tell us who the surity is.

If the contract has been completed, please let us know the approximate date of completion. If it has not yet been finished, what is the estimated date of completion?

Here's a postage free envelope for your convenience. Will appreciate your giving us any information possible with reference to the work being done by this contractor at Pendleton.

Thanks for your courtesy and cooperation.

Yours very truly,

Credit Manager.

RHW:S:GG

[illegible]

TEXAS' LARGEST EXCLUSIVE MANUFACTURERS OF LUBRICANTS AND ROOF COATING

#2162

September 30, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 28, 1939, enclosing three copies of a notice of claim by Truscon Steel Company, in the amount of $149.48, against C. E. Silbaugh for materials furnished in connection with the work on State Highway Contract No. 2162, North Powder-Davis Ranch Section, in Union County.

We have noted this claim in our records of this job and are today forwarding copies of the notice of claim to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

September 30, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o G. F. Hodges, Local Agent
Pendleton, Oregon

Gentlemen:

We have received from the Secretary of State notice of claim by Truscon Steel Company, in the amount of $149.48, against C. E. Silbaugh, for materials furnished in connection with the work on State Highway Contract No. 2162, North Powder-Davis Ranch Section, in Union County.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith a copy of this notice of claim, that you may give it the requisite attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - C. E. Silbaugh Co.
516 Willow Street
Pendleton, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 29 1939
OREGON

September 28, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. R. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Truscon Steel Company for [illegible] against the bond taken from [illegible], principal, and General Casualty Company of America, surety, for work on the highway south [illegible], Oregon, which was received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

lh
enc 3

COPY

TRUSCON STEEL COMPANY

Steel Products

C.W. Anderson
District Sales Manager

2139 North Kerby Ave.
Portland, Oregon

September 27, 1939

Secretary of the State of Oregon
Salem, Oregon

Re: Culverts and Grading Project Your Contract #2162
North Powder-Davis Ranch Section, in Union County
C.E.Silbaugh, General Contractor
Our Contract POW-9430
$149.48

Gentlemen:

Notice is hereby given that the undersigned, Truscon SteelCompany, has a claim for furnishing 1/2" square rib bars, 1/2" round rib bars, 5/8" round rib bars, in straight lengths, and 1/2" square rib bars, bent, and 1/2" round rib bars, bent, to a total weight of 5245 pounds, valued at $149.48, against the bond taken from C. E. Silbaugh, the general contractor, and General Casualty Company of America, his surety,or sureties, under such bond, for the work of culverts and grading project, three miles south of North Powder, Oregon.

Very truly yours,

TRUSCON STEEL COMPANY

By C. W.Anderson
District Sales Manager

CWAnderson:mm

Cc. Oregon State Highway Department
Salem, Oregon
Cc. Mr. J.F. Kaufman
Youngstown, Ohio
Cc. Mr. Newton Bender
Youngstown, Ohio

FAS 22-A-1

September 28, 1939

LaGrande Concrete Pipe Company
P. O. Box 255
LaGrande, Oregon

Attention: L. F. Kline

Gentlemen:

In response to your letter of September 27, 1939, please be advised that C. E. Silbaugh Company's contract, No. 2162, for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County, was completed May 5, 1939, and was accepted by the State Highway Commission on June 6, 1939. The bond was furnished by the General Casualty Company of America for whom G. F. Hodges of Pendleton is local agent.

Very truly yours,

JM:AM

Secretary

IRRIGATION PIPE DRAIN TILE SEWER PIPE CULVERT PIPE SAND AND GRAVEL

LA GRANDE CONCRETE PIPE CO.

P. O. BOX 255
LA GRANDE, OREGON
FACTORY, ISLAND CITY, ORE.
PHONE MAIN 120

RECEIVED
SEP 28 1939

Sept. 27, 1939

Oregon State Highway Commission,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Would you please advise when Contract #1162, Chas. Bilbaugh for work at North Powder was completed and accepted, also the name of the Bonding Company who are on his bond for this work.

Very truly yours,

L. F. Kline.

L. F. Kline

2162

RECEIVED
OCT 3 - 1939
FOR FILING

[illegible]

September 27, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 22 enclosing three copies of a notice of claim by TideWater Associated Oil Company, in the sum of $469.03, against C. E. Silbaugh Company, Inc., in connection with work on the North Powder-Davis Ranch Section of the North Powder River County Road, being State Highway Contract No. 2162.

We have noted this claim in our records of this job and are today forwarding to the contractor and his surety copies of the notice of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

September 27, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o G. F. Hodges, Resident Agent
Pendleton, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Tide Water Associated Oil Company, in the amount of $469.03, against C. E. Silbaugh Company, for petroleum products furnished in connection with work on State Highway Contract No. 2162, North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith a copy of this notice of claim, for your information and action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - C. E. Silbaugh Company
516 Willow Street
Pendleton, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
SEP 23 1939

September 22, 1939

The Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Tide Water Associated Oil Company for $469.03 against the bond taken from C.W.Dillbough Company, Inc., principal, and General Casualty Company, surety, for work on the North Powder-Lewis Ranch Section of the North Powder River County Road, job No. 2162, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]:F.
encs. 3

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

[illegible]

NOTICE OF CLAIM

To the Secretary of State, State of Oregon & Oregon State Highway Commission

Notice is hereby given that the undersigned, Tide Water Associated Oil Company has a claim for petroleum products in the sum of $469.03 - - - (Four Hundred Sixty Nine Dollars and three cents) against the bond taken from C. E. Silbaugh Company, Incorporated and General Casualty Company for work done on North Powder - Davis Ranch Section of the North Powder River County Road in Union County, Oregon, Job number 2162.

TIDE WATER ASSOCIATED OIL COMPANY

By J. H. DALTON
District Credit Manager

Dated: September 21, 1939.

FHS 22-B-1

[illegible]
SEP 28 1939
STATE HIGHWAY [illegible]

September 27, 1939

Secretary of the State of Oregon
Salem, Oregon

RE: Culverts and Grading Project Your Contract #2162
North Powder-Davis Ranch Section, in Union County
C.E. Silbaugh, General Contractor
Our Contract POW-9430
$149.48

Gentlemen:

Notice is hereby given that the undersigned, Truscon Steel Company, has a claim for furnishing 1/2" square rib bars, 1/2" round rib bars, 5/8" round rib bars, in straight lengths, and 1/2" square rib bars, bent, and 1/2" round rib bars, bent, to a total weight of 5245 pounds, valued at $149.48, against the bond taken from C.E. Silbaugh, the general contractor, and General Casualty Company of America, his surety, or sureties, under such bond, for the work of culverts and grading project, three miles south of North Powder, Oregon.

Very truly yours,

TRUSCON STEEL COMPANY

BY
District Sales Manager

CWAnderson:mm

Cc. Oregon State Highway Department
Salem, Oregon
Cc. Mr. J.F. Kaufman
Youngstown, Ohio
Cc. Mr. Newton Bender
Youngstown, Ohio

#2162

FAS 22-A-1

September 26, 1939

TRUSCON STEEL COMPANY
2139 N. Kerby Avenue
Portland, Oregon

Attention C. W. Anderson
District Sales Manager

Gentlemen:

Reference is made to your letter of September 14, concerning the C. E. Silbaugh contract, No. 2162, North Powder-Davis Ranch Section, in Union County.

You are advised that this contract was completed May 5, 1939, and was accepted by the Highway Commission on June 6, 1939. The bond furnished was written by the General Casualty Company of America, for whom G. F. Hodges, Pendleton, Oregon, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

TRUSCON STEEL COMPANY
STEEL PRODUCTS
GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

RECEIVED
[illegible] 15 193[illegible]

C. W. ANDERSON
DISTRICT SALES MANAGER

2139 NORTH KERBY AVE.
PORTLAND, ORE.

September 14, 1939

Oregon State Highway Department
Salem, Oregon

Subject: Culverts and Grading Project
Three Miles South of North Powder, Oregon
C.E. Silbaugh, General Contractor

cc-Mr. Kaufman
cc-Mr. Bender

Gentlemen:

In March of this year we furnished reinforcing steel in the invoiced amount of $149.48 to Mr. C.E. Silbaugh, Temple Hotel, Pendleton, Oregon, for use on the above project. All our efforts to collect this account have been unsuccessful, although it is our understanding that final payment has been made to Mr. Silbaugh and his work has been accepted as complete.

Will you please advise us the name of the bonding company furnishing Mr. Silbaugh's performance bond on the above job so that we can properly file our claims?

Very truly yours,

TRUSCON STEEL COMPANY

BY CWAnderson
District Sales Manager

CWAnderson:mm

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL ORDERS ARE SUBJECT TO THE WRITTEN APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN, OHIO

September 21, 1939

General Casualty Company of America,
Seattle, Washington.

Attention: Gordon H. Sweany.

Gentlemen:

Reference is made to your letter of September 15th concerning the C. E. Silbaugh Contract No. 2162, North Powder-Davis Ranch Section in Union County.

You are advised that the final payment was in amount of $1,293.21, and the warrant covering this payment was mailed to Mr. Silbaugh on August 30, 1939.

The contract was completed on May 5, 1939, and was accepted by the Highway Commission June 6, 1939.

The only claimsof which we have knowledge against this contract is of the Truscon Steel Company, Portland, in amount of $149.48, for material furnished.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2162

RECEIVED
SEP 18 1939
STATE HIGHWAY COMMISSION

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

H. K. DENT
PRESIDENT

September 15, 1939

State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

North Powder River Road Contract No. 2162

We appreciate your prompt attention to our wire of today regarding the above matter. We regret that the payment has been made, and should appreciate your further courtesy in advising us as to the date when the last substantial payment was made and in what amount under this contract.

We assume that the contract has been satisfactorily completed and that no claims have been filed in any way in connection with this job.

Very truly yours,

Gordon H Sweany

Legal Department

Gordon H. Sweany
bj

STANDARD TIME INDICATED

RECEIVED AT

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16 DN

Postal Telegraph

Mackay Radio — All America Cables

Commercial Cables — Canadian Pacific Telegraphs

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

B 44 JA TWS PAID 3 MINS

PXX SEATTLE WASH 11:42 AM SEPT 15 1939

STATE HIGHWAY COMMISSION
SALEM ORE

148

PLEASE WIRE AMOUNTS UNPAID TO C E SILBAUGH COMPANY ON NORTH POWDER RIVER UNION CITY ROAD CONTRACT 2162 OR ANY OTHER CONTRACT. ALL AMOUNTS UNPAID HAVE BEEN ASSIGNED TO UNDERSIGNED BY CONTRACTOR ALL FUTURE PAYMENTS TO BE MADE TO UNDERSIGNED ONLY.

GENERAL CASUALTY CO OF AMERICA

12 M

---

in Union County.

Warrant in amount $1,293.21, covering final payment was mailed to Silbaugh on Aug, 30th, 1939 - This contract was completed May 5, 1939 - Accepted June 6,1939

Surety was advised of final payment on July 25, 1939 - We received acknowledgement of such payment from their agent on July 27, 1939.

I know of no other jobs he has at present nor of any funds which he may have coming.

McFarland.

Retel final payment has been made to Silbaugh Company in connection with all Oregon ~~State~~ Hwy contracts awarded to them.

H B Glaisyer secy
State Hwy Com

Collect

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service

COPY OF WESTERN UNION TELEGRAM

H. B. G.

Re: C. E. Silbaugh - Cont. #2162 - North Powder-Davis Ranch Section - in Union County.

Warrant in amount $1,293.21, covering final payment was mailed to Silbaugh on Aug, 30th, 1939 - This contract was completed May 5, 1939 - Accepted June 6,1939

Surety was advised of final payment on July 25, 1939 - We received acknowledgement of such payment from their agent on July 27, 1939.

I know of no other jobs he has at present nor of any funds which he may have coming.

McFarland.

Total final payment has been made to Silbaugh Company in connection with all Oregon ~~State~~ Hwy contracts awarded to them.

H B Glaisyer asst
State Hwy Com

collect

SALEM, OREGON
SEPTEMBER 15, 1939

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE, WASHINGTON

RETEL FINAL PAYMENT HAS BEEN MADE TO SILBAUGH COMPANY IN CONNECTION WITH ALL OREGON STATE HIGHWAY CONTRACTS AWARDED TO THEM

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

TELEGRAM - COLLECT

FILE

FAS [illegible]-H-1

August 30, 1939

Honorable Earl Snell
Secretary of State
CAPITOL BUILDING

Dear Sir:

Receipt is acknowledged of your letter of August 29 transmitting three copies of the notice of the claim of the Oregon Portland Cement Company against the bond furnished by C. E. Silbaugh in connection with State Highway Contract No. 2162 covering construction of the North Powder-Davis Ranch Section of the North Powder River Road, in Union County.

I note that this notice of claim was filed by Mr. Wm. C. Palmer, attorney, Portland. I am pleased to advise that Mr. Palmer called me long distance yesterday and informed me that this claim had been satisfied and asked, therefore, that I disregard his letter and the copy of the claim transmitted therewith. In accordance with his instructions I will do likewise with these copies of the claim.

Very truly yours,

MC:AM

Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

AUG 30 1939
STAT[illegible] MISSION

August 29, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Oregon Portland Cement Company for $182.90 against the bond taken from C. E. Silbaugh, principal, and General Casualty Company of America, surety, for work on the North Powder-Davis Ranch Section, contract No. 2162, which was received from William C. Palmer, Attorney, American Bank Bldg., Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell

Secretary of State

S:FM
encs 3

CLAIM OF OREGON PORTLAND CEMENT COMPANY

Oregon State Highway Commission and its Secretary
Salem, Oregon, and

Hon. Earl Snell
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Oregon Portland Cement Company, a corporation, has a claim for cement furnished the contractor, C. E Silbaugh under Contract No. 2162 of the Oregon State Highway Commission; cement used in Union County, Oregon, on North Powder, Davis Ranch Section; cement in the sum of One Hundred Eighty-two and 90/100 ($182.90) Dollars against the bond taken from C.E Silbaugh as contractor and General Casualty Company of America, a corporation, as surety.

A copy of the statement is hereto attached to this claim and made a part thereof, marked Exhibit A.

Dated this 28th day of August, 1939.

OREGON PORTLAND CEMENT COMPANY

By Frank E. McCaslin
Secretary

STATE OF OREGON)
) ss
County of Multnomah)

I, FRANK E. MC CASLIN, being first duly sworn, depose and say that I am the Secretary of Oregon Portland Cement Company in the above matter; and that the foregoing Claim is true, as I verily believe.

FRANK E. MC CASLIN

Subscribed and sworn to before me this 28th day of August, 1939.

(SEAL)

WILLIAM C. PALMER
Notary Public for Oregon
My commission expires Jan. 3, 1943.

* * * * * * * * * *

OREGON PORTLAND CEMENT CO.
111 S. E. Madison Street
Portland, Oregon

Date August 28, 1939

C. E. SILBAUGH
TEMPLE HOTEL
PENDLETON, OREGON

March	27	40	Cement	108.00	
April	14	40	"	108.00	
	29		By 331 SX.	33.10	
					182.90

Endorsed: File No. 2838
Filed August 29, 1939
EARL SNELL
Secretary of State

CLAIM OF OREGON PORTLAND CEMENT COMPANY

Oregon State Highway Commission and its Secretary
Salem, Oregon, and

Hon. Earl Snell
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Oregon Portland Cement Company, a corporation, has a claim for cement furnished the contractor, C. E Silbaugh under Contract No. 2162 of the Oregon State Highway Commission; cement used in Union County, Oregon, on North Powder, Davis Ranch Section; cement in the sum of One Hundred Eighty-two and 90/100 ($182.90) Dollars against the bond taken from C.E Silbaugh as contractor and General Casualty Company of America, a corporation, as surety.

A copy of the statement is hereto attached to this claim and made a part thereof, marked Exhibit A.

Dated this 28th day of August, 1939.

OREGON PORTLAND CEMENT COMPANY

By Frank E. McCaslin
Secretary

STATE OF OREGON)
) ss
County of Multnomah)

I, FRANK E. MC CASLIN, being first duly sworn, depose and say that I am the Secretary of Oregon Portland Cement Company in the above matter; and that the foregoing Claim is true, as I verily believe.

FRANK E. MC CASLIN

Subscribed and sworn to before me this 28th day of August, 1939.

(SEAL)

WILLIAM C. PALMER
Notary Public for Oregon
My commission expires Jan. 3, 1943.

* * * * * * * * *

OREGON PORTLAND CEMENT CO.
111 S. E. Madison Street
Portland, Oregon

Date August 28, 1939

C. E. SILBAUGH
TEMPLE HOTEL
PENDLETON, OREGON

March	27	40	Cement	108.00		
April	14	40	"	108.00		
	29		By 331 SX.		33.10	
						182.90

Endorsed: File No. 2838
Filed August 29, 1939
EARL SNELL
Secretary of State

COPY

CLAIM OF OREGON PORTLAND CEMENT COMPANY

Oregon State Highway Commission and its Secretary
Salem, Oregon, and

Hon. Earl Snell
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned, Oregon Portland Cement Company, a corporation, has a claim for cement furnished the contractor, C. E Silbaugh under Contract No. 2162 of the Oregon State Highway Commission; cement used in Union County, Oregon, on North Powder, Davis Ranch Section; cement in the sum of One Hundred Eighty-two and 90/100 ($182.90) Dollars against the bond taken from C.E Silbaugh as contractor and General Casualty Company of America, a corporation, as surety.

A copy of the statement is hereto attached to this claim and made a part thereof, marked Exhibit A.

Dated this 28th day of August, 1939.

OREGON PORTLAND CEMENT COMPANY

By Frank E. McCaslin
Secretary

STATE OF OREGON)
) ss
County of Multnomah)

I, FRANK E. MC CASLIN, being first duly sworn, depose and say that I am the Secretary of Oregon Portland Cement Company in the above matter; and that the foregoing Claim is true, as I verily believe.

FRANK E. MC CASLIN

Subscribed and sworn to before me this 28th day of August, 1939.

(SEAL)

WILLIAM C. PALMER
Notary Public for Oregon
My commission expires Jan. 3, 1943.

* * * * * * * * *

OREGON PORTLAND CEMENT CO.
111 S. E. Madison Street
Portland, Oregon

Date August 28, 1939

C. E. SILBAUGH
TEMPLE HOTEL
PENDLETON, OREGON

March	27	40	Cement	108.00		
April	14	40	"	108.00		
	29		By 331 SX.		33.10	182.90

Endorsed: File No. 2838
Filed August 29, 1939
EARL SNELL
Secretary of State

FAS 22-[illegible]

August 29, 1939

Mr. William C. Palmer
826 American Bank Building
Portland, Oregon

Dear Sir:

In accordance with your telephone message of this date, I am returning to you, herewith, the claim of the Oregon Portland Cement Company against the bond of C. E. Silbaugh and the General Casualty Company of America in the amount of $182.90, which claim represents cement furnished the contractor in connection with State Highway Contract No. 2162.

As requested by you I am disregarding this claim.

Yours very truly,

HBG:MC

Secretary

encl.

RECEIVED
AUG 14 1939
FOR FILING

FBS 22-A-1

August 14, 1939

Hart Construction Co.
General Contractors
La Grande, Oregon

Attention: Edward Hart

Gentlemen:

In response to your inquiry of August 9 you are advised that the bond furnished in connection with the C. E. Silhaugh Company contract, No. 2162, North Powder-Davis Ranch Section, was written by the General Casualty Company of America for whom G. F. Hodges, Pendleton, is resident agent. This contract was completed on May 5, 1939, and was accepted by the State Highway Commission on June 6, 1939.

Very truly yours,

Secretary

JM:AM

JOHN F. HART PHONE 1024-J

Hart Construction Company

GENERAL CONTRACTORS

LA GRANDE, OREGON

RECEIVED
AUG 10 1939
OREGON
STATE HIGHWAY COMMISSION

ADDRESS YOUR REPLY TO
La Grande Oregon
Aug 9th 1939

Oregon St Highway Comm.
Salem Oregon.

Gentlemen:—

Please advise me the name of the bonding Co for C. E. Silbaugh Co 305 Willow St. Pendleton Oregon.

He was awarded the State Contract on a secondary highway near North Powder.

I think the Contract ~~No~~ 2162.

Thanking you kindly,

Hart Construction Co.
Edward A. Hart.

[illegible]

RM 9-A-1 7M 11-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

June 28th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
C. B. McCullough

Dear Sir:

Your attention is called to Items 3, 4 and 5 in Mr. Swift's letter of June 23rd, regarding a change in design of the North Powder-Davis Ranch Section.

I have no question but what the change in design improved the appearance of the road, but I have criticism to make of permitting the resident engineer to make a material change in the design without securing the permission of the Salem office and having a written agreement with the contractor.

Your suggested specifications are usually adopted, and the same would be true of any suggestions you might wish to make with respect to the standard roadbed section, but after the contractor starts work it is imperative that the designed roadway be built or a modification secured in a legal manner.

I have just been assisting the State of Washington in a law suit, the trial of which will last for several months and involve the payment of sum $80,000, and the actual cost of the trial will probably cost that state $25,000. This trial all started over the desire of the resident engineer to help the contractor by not insisting on 4:1 slopes on the edges of the surfacing material, but he allowed the contractor to widen his surfacing several feet with natural 1½ slopes instead of carrying up the roadbed slopes on the specified 4:1. It seems rather absurd that any such practical construction change should be the basis of such a large claim, but nevertheless it has, and in the future I wish the roadbed section definitely built according to the plans with respect to the widths and roadbed slopes.

The same comments may be made with respect to superelevation. Any general deviation for a whole line from our standard method of superelevation must be approved by this office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
H. W. Libby
Dean Swift

2162

RECEIVED
JUL 2 1939
FOR FILING

FA 33-R[illegible]

July 25, 1939

General Casualty Company of America,
G. H. Hodges, Agent,
Pendleton, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2162 for the construction of the North Powder-Davis Ranch Section of the North Powder River County Road in Union County, has been completed by the contractor, C. E. Silbaugh & Company, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 4, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear assurety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $14,215.17, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 22-A-1

RECEIVED
JUN 15 1939
[illegible]
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAS 22-A (1)
North Powder-Davis Ranch Sec.
North Powder River Road

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jcm

Appr 39036

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 22-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 1st day of February, 1939, a project statement, which was approved by the Secretary on the 21st day of February, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 15th day of February, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, seven hundred forty and 00/100 dollars ($10,740.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

1426

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws of 1917; Chap. 31, laws of 1920
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+57 on Second Street in North Powder and survey station 246+00 in the S. E. 1/4 of Sec. 36, T. 6 S., R. 38 E., W.M.

, length 4.648 miles, in Union County, being Section A. (1) of Oregon Federal Aid Secondary project No. FAS 22, consisting of 4.648 miles of roadway and no bridges, xxxx of more than 20 feet clear span, xfxxxmilexinxlengthx

8—5518

-39036

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

9036

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of ten thousand, seven hundred forty and 00/100 dollars ($10,740.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventeen thousand, eight hundred ninety-six and 00/100 dollars ($17,896.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap 31, laws 1920. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

-39036

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 31 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department ~~a~~s Federal Aid Secondary Project No. FAS 22,A (1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $17,896.00 as the total estimated cost of said project, and the sum of $10,740.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of MAY 31 1939 one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
JUN 14 1939
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 22-A (1), North Powder-Davis Ranch section of North Powder River Road ______________________, was made by a representative of this office on May 16, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

FAS 22-A-1

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the North Powder-Davis Ranch Section, Project No. FAS 22-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

MI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

MAY 11
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

May 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 22-A (1)
North Powder-Davis Ranch section
North Powder River Road

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

✓

Form 329—5M—7-38

FAS [illegible]-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May,6,1939, 193

Section North Powder - Davis Ranch

Kind of work Grading

Highway North Powder River Co. Road

Section prefix 231 - 1006

Contractor C.E.Sillbaugh

Contract number 2162

Date of contract Mar 2,1939, 193

Date of completion June 30 1939, 193

Date work started Mar.20,1939, 193

~~Estimated~~ date of completion May 4 ,1939, 193

Amount of contract . . . . $ 16,270.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering . . . . $ 16,270.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1000, 6 %

Date project was completed 5 - 4, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work finished on this project on Thursday May 4th. Will have the estimate out in about one week.

NOTED
H. W. LE

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 10 1939
FOR FILING

FAS 22-A(1)

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Powder-Davis Ranch Section, Project No. FAS 22-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 22-A (1)

NORTH POWDER-DAVIS RANCH SECTION OF THE NORTH POWDER RIVER ROAD IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1939

Work Within City of North Powder (Sta. 0+57 to 13+60)

All Required		Clearing and Grubbing		$ 5.00
2	cu. yds.	Trench Excavation	$ 1.00	2.00
110	cu. yds.	Excavation, Single Classif.	.20	22.00
0.25	mile	Finishing Roadbed and Slopes	200.00	50.00
12	lin. ft.	12" Corr. Iron Pipe	1.50	18.00
1,900	cu. yds.	Gravel Borrow and Topping	.19	361.00
1,700	yd. mi.	Hauling Gravel Borrow and Topping	.11	187.00
		Subtotal		$ 645
		10% Engr. & Cont.		64
		Total		$ 709

Length 0.247 mile
Cost per mile $ 2,870

Work Outside City (Sta. 13+60 to 246+00)

All Required		Clearing and Grubbing		$ 95.00
268	cu. yds.	Trench Excavation	$ 1.00	268.00
6,590	cu. yds.	Excavation, Single Classif.	.20	1,318.00
4,000	yd. sta.	Overhaul	.05	200.00
200	yd. mi.	Truck Haul	.20	40.00
4.40	miles	Finishing Roadbed and Slopes	200.00	880.00
2,500	lin. ft.	Rounding Cutbanks	.10	250.00
48	lin. ft.	12" Corr. Iron Pipe	1.50	72.00
50	lin. ft.	18" Corr. Iron Pipe	2.00	100.00
20	lin. ft.	24" Corr. Iron Pipe	2.50	50.00
20	lin. ft.	30" Corr. Iron Pipe	3.00	60.00
380	lin. ft.	18" Concrete Pipe	2.00	760.00
140	lin. ft.	24" Concrete Pipe	3.00	420.00
20	lin. ft.	36" Concrete Pipe	6.50	130.00
56	lin. ft.	18" Corr. Iron Siphon Pipe	2.50	140.00

10	lin. ft.	Salvaging Culvert Pipe	$ 1.00	$ 10.00
4	cu. yds.	Class "A" Concrete	35.00	140.00
50	cu. yds.	Class "D" Concrete	30.00	1,500.00
6,000	lbs.	Metal Reinforcement	.06	360.00
33,400	cu. yds.	Gravel Borrow and Topping	.19	6,346.00
22,600	yd. mi.	Hauling Gravel Borrow and Topping	.11	2,486.00
			Subtotal	$15,625
			10% Engr. & Cont.	1,562
			Total	$17,187

Length 4.401 miles
Cost per mile $ 3,905

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	F.A. Funds	State Funds
Inside City	$ 709	$ 425	$ 284
Outside City	17,187	10,315	6,872
	$ 17,896	$ 10,740	$ 7,156

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Agreement executed by County February 11, 1939; by Highway Commission March 3, 1939

March 30, 1939

O. E. Silbaugh Company
516 Willow Street
Pendleton, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2162 which was awarded to you on March 2, 1939, for grading the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County. This is for your records and files.

Very truly yours,

Secretary

JMcF:AM

RECEIVED
MAR 20 1939
FOR FILING

1al 22-a-1

March 18, 1939

C. E. SILBAUGH COMPANY
516 Willow Street
Pendleton, Oregon

Attention C. E. Silbaugh

Gentlemen:

We are returning to you by express the four copies of Contract No. 2162, North Powder-Davis Ranch Section, which was awarded to you on March 2, 1939.

You are advised that before this contract will be acceptable it will be necessary to have all four copies of the bond countersigned by an authorized resident agent for the General Casualty Company of America.

Please have this done and return all four copies to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 9-8-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

COPY

RECEIVED
MAR 23 1939
FOR FILING
718-22-a-1

March 11, 1939

Mr. T. M. Davis
Senior Highway Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

There are enclosed herewith three copies of a maintenance agreement executed by the County Court of Union County and the State Highway Commission, in which the county agrees to maintain a section of the North Powder River Road, extending from North Powder to a point 1,450 feet north of the section corner common to Sections 31 and 36, and Sections 1 and 6, T. 6 and 7 S., R. 38 and 39 E., W. M., Project No. FAS 22. There are also enclosed three copies of a resolution executed by the County Court of Union County and three copies of a resolution executed by the city authorities of North Powder, relative to encroachments and traffic.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED [illegible]

March 4, 1939

C. E. SILBAUGH COMPANY
305 Willow Street
Pendleton, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2162, which was awarded to you on March 2, 1939, by the Oregon State Highway Commission, covering the grading of the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

March 3, 1939

G. E. Silbaugh Company
305 Willow Street
Pendleton, Oregon

Gentlemen:

The State Highway Commission on March 2, 1939, awarded you the contract for 4.65 miles grading on the North Powder-Davis Ranch Section of the North Powder River County Road, in Union County. This award was based on your low bid of $16,270 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By -

Secretary

[illegible]

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 22-a-1

March 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 22-A (1), North Powder-Davis Ranch section of the North Powder River county road, to C. E. Silbaugh Co., Pendleton, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

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MAY 16 1939
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FAS 22-A-1

February 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all right of way has now been secured on the North Powder-Davis Ranch Section, Project No. FAS 22-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

COPY

22·a·1

LA GRANDE, OREGON
February 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost for comparison of bids on the North Powder-Davis Ranch Section of the North Powder River County Road and the Noyes Ranch-Cove Section of the Cover Secondary Highway, both in Union County.

Very truly yours,

Sgd. W. C. Williams
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

RECEIVED
MAY 10 1939
FOR FILING

Fas 22

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 24 1939
OREGON
STATE HIGHWAY COMMISSION

February 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on February 21, 1939, approved the project statement for Oregon Federal Aid Secondary project No. FAS 22, involving the improvement of 4.9 miles of the North Powder River county road, between a connection with Federal Aid Route No. 1 in North Powder and a connection with the Haines-Anthony State Secondary Highway near the southwest corner of Section 31, T. 6 S., R. 39 E., in Union and Baker counties.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 10 1939
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Fas 22-A-1

February 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of plan sheet No. 2 for the North Powder-Davis Ranch Section, Project No. FAS 22-A (1).

The typical roadbed section has been revised with regard to the side ditch to conform with the suggestion of Mr. Davis by telephone.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

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1939
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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 17
COMMISSION

February 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary project FAS 22-A (1), the North Powder-Davis Ranch section of the North Powder River Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of project statement, and also pending acquiring of right to occupy and use right of way.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 1 8 1939
FOR FILING

14 F 22-A-1

February 8, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the North Powder-Davis Ranch Section, Project No. FAS 22-A (1). Four copies of a statement concerning the status of right of way are, likewise, enclosed.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 22-A(1)

NORTH POWDER-DAVIS RANCH SECTION
OF THE NORTH POWDER RIVER ROAD IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 6, 1939

Work Within City of North Powder
(Sta. 0+57 to 13+60)

All Required		Clearing and Grubbing		$	15.00
2	cu. yds.	Trench Excavation	$ 1.00		2.00
110	cu. yds.	Excavation, Single Classif.	.25		27.50
0.25	mile	Finishing Roadbed and Slopes	200.00		50.00
12	lin. ft.	12" Corr. Iron Pipe	1.50		18.00
1,900	cu. yds.	Gravel Borrow and Topping	.25		475.00
1,700	yd. mi.	Hauling Gravel Borrow and Topping	.12		204.00
			Subtotal	$	791
			10% Engr. & Cont.		79
			Total	$	870

Length 0.247 mile
Cost per mile $ 3,522

Work Outside City (Sta. 13+60 to 246+00)

All Required		Clearing and Grubbing		$	235.00
268	cu. yds.	Trench Excavation	$ 1.00		268.00
6,590	cu. yds.	Excavation, Single Classif.	.25		1,647.50
4,000	yd. sta.	Overhaul	.02		80.00
200	yd. mi.	Truck Haul	.15		30.00
4.40	miles	Finishing Roadbed and Slopes	200.00		880.00
2,500	lin. ft.	Rounding Cutbanks	.10		250.00
48	lin. ft.	12" Corr. Iron Pipe	1.50		72.00
50	lin. ft.	18" Corr. Iron Pipe	2.00		100.00
20	lin. ft.	24" Corr. Iron Pipe	3.50		70.00
20	lin. ft.	30" Corr. Iron Pipe	4.50		90.00
380	lin. ft.	18" Concrete Pipe	2.00		760.00
140	lin. ft.	24" Concrete Pipe	3.50		490.00
20	lin. ft.	36" Concrete Pipe	6.00		120.00
56	lin. ft.	18" Corr. Iron Siphon Pipe	2.25		126.00

10	lin. ft.	Salvaging Culvert Pipe	$ 1.00	$ 10.00
4	cu. yds.	Class "A" Concrete	30.00	120.00
50	cu. yds.	Class "D" Concrete	27.00	1,350.00
6,000	lbs.	Metal Reinforcement	.07	420.00
33,400	cu. yds.	Gravel Borrow and Topping	.25	8,350.00
22,600	yd. mi.	Hauling Gravel Borrow and Topping	.12	2,712.00
			Subtotal	$ 18,180
			10% Engr. & Cont.	1,818
			Total	$ 19,998

Length	4.401 miles
Cost per mile	$4,543

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Inside City	$ 870	$ 522	$ 348
Outside City	19,998	11,998	8,000
	$ 20,868	$ 12,520	$ 8,348

On the North Powder-Davis Ranch Section of the North Powder River Road Federal Aid Secondary Project No. FAS 22-A (1), while negotiations for right of way are in progress, some four parcels have not yet been acquired, nor has right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 18 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

16

FOR [illegible]

FAS 22

February 2, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of project statement for the North Powder-Davis Ranch Section, Project No. FAS 22.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

STATE Oregon

PROJECT NO. FAS 22
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) February 1, 1939

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road North Powder-Davis Ranch Section, North Powder River Road
2. Between c~~[illegible]~~ a connection with Haines-Anthony Secondary Highway near S.W. corner ~~xxx~~ Sec. 31, T. 6 S., R. 39 E. and a connection with Fed. Route No. 1 in North Powder
3. Between intermediate control points if used: and

County of Union and Baker

4. Length in miles (gross) 4.9 (net)
5. Preliminary estimate of cost: Total, $ 25,000; section of road to be first improved, $ 15,000,

of which $ - - is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(*b*) County
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—8072

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 22

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) February 1, 1939

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

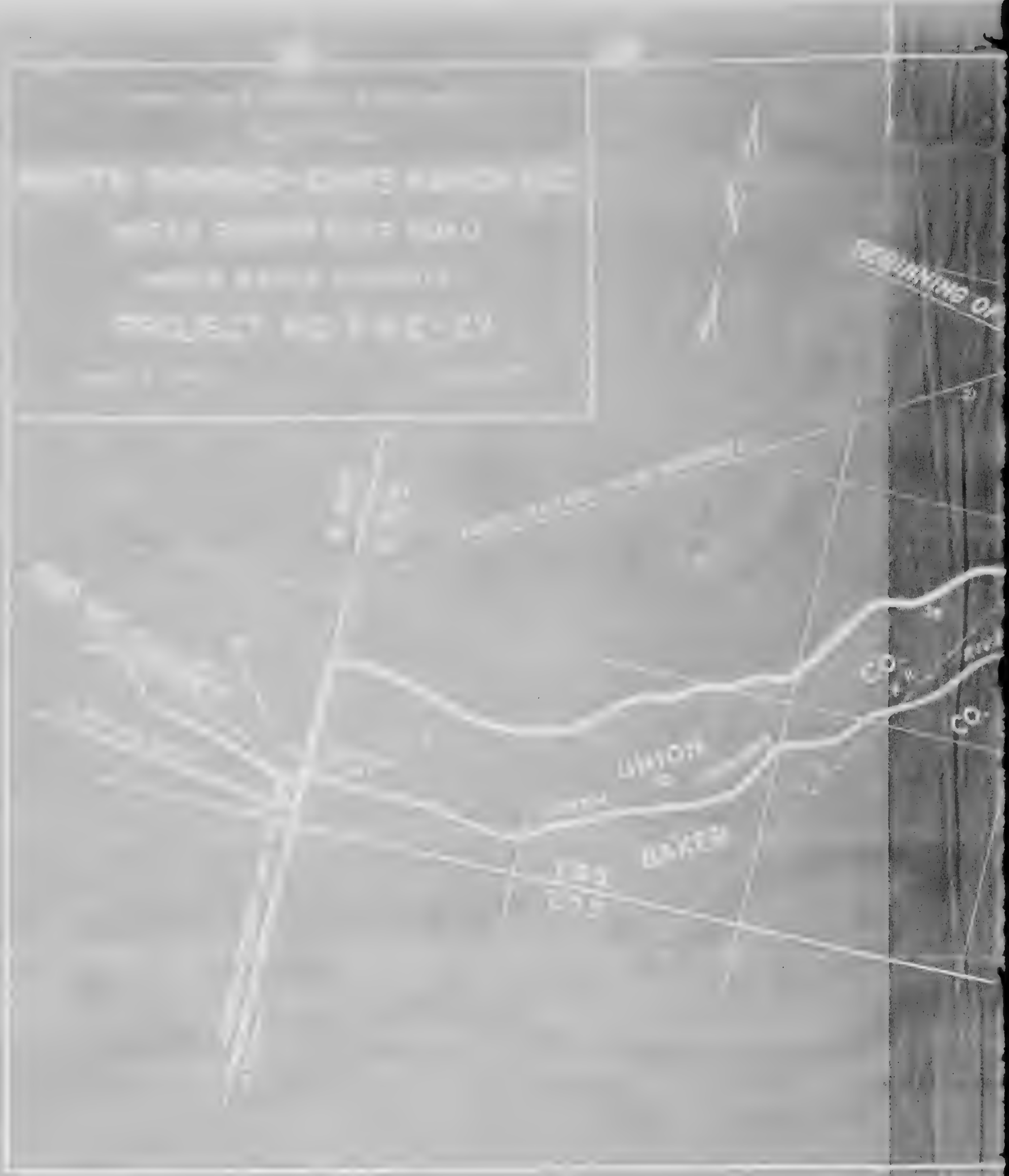
____
District Engineer, B. P. R.

By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).



BEGINNING OF
UNION
BAKER
CO.
CO.

VER

FORM 8-H-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

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FEB 4 1939
FOR FILING

Const Projects
Co. [illegible]

RECEIVED

February 2, 1939

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have your letter of January 31 in regard to increasing the estimate on the North Powder River Road in Union County from $15,000 to $20,000 and stating that you were increasing the length of the project from Station 237+35 to 246+00.

You state that you have sufficient information in your office to complete the plans. We are, however, submitting revised estimate to include the extension of the project to Station 246+00.

Very truly yours

W. C. WILLIAMS
Division Engineer

By CDC

C. D. CANNON
Office Engineer

CDC:MA
enc.

cc R. H. Baldock ✓

FORM 2-A-1 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

January 31st, 1939

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
C. R. McCullough

Dear Sir:

The Commission agreed to raise the estimate on the North Powder River Road in Union County from $15,000 to $20,000 providing this would be sufficient to finish the grading and surfacing on the entire section.

In checking the profile we find no reason why the project cannot be completed for this amount and are, therefore, increasing the length of the project from Station 227+35 to 246+00. This latter station is approximately 500 feet from the river, but as a temporary connection can be made to the old road and because a new bridge is not to be built, we believe the project should end at this point.

We believe there is sufficient information in this office to complete the plans; however, if there are any special or unusual features, please advise immediately.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 25, 1939.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED

Dear Sir:

The special provisions, field data, etc., have been received for the North Powder-North Powder River Section on the North Powder River County Road in Union Co.

You state that additional right of way is only necessary at the right angle turn at Station 222. From this and the map, it is assumed that the county has a 60 ft. right of way. However, it is noted that in most cases the fence lines are inside the right of way. Before the Bureau of Public Roads will approve the project, the fences must be moved back and we must have the assurance of the County Court that they will be. This work should be started immediately.

It is noted that the county is acquiring the right of way at Station 222. The description should have been sent in to this office and checked before being submitted to the county for acquisition. This procedure should be followed in all cases in the future.

Will you please furnish us with the description so that we may have it checked in order to complete our records.

We would also like to have a description for the three gravel pits and it will be necessary to have an order from the County court or a letter signed by the County Judge and at least one other member of the County Commission authorizing the State to use these pits for this project. In order that this project will not be held up, will you please advise the attitude of the County Court of setting back the right of way fences and submit the descriptions and court order at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
C. B. McCullough

FORM 9-M-1 SM 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 23, 1939

IN REPLY PLEASE
REFER TO FILE NO.

3A 22-C-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
Asst. State Highway Engineer

Dear Sir:

I am submitting herewith special provisions and estimate of cost for the North Powder-North Powder River section of the North Powder River County Road in Union County. The plans provide for the grading and gravel topping of a section 4.31 miles in length which is estimated to cost approximately $15,374. This extended the project far enough to eliminate the right angle turn at Station 222. For this reason and that it is a good break in the materials balance it is the logical place to end the project.

The existing right of way is sufficient for the building of the project with exception of the curve at Station 222 where additional right of way is required. It is also necessary to acquire three gravel deposits. Union County is now negotiating for the one parcel of right of way and the three gravel pits and they should complete the negotiations within the next week.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

RECEIVED
JAN 21 1939
FOR FILING

[illegible]
Projects
[illegible]

January 20, 1939

Mr. Charles H. Reynolds, Chairman
Roads and Highway Committee
La Grande Commercial Club
La Grande, Oregon

Dear Mr. Reynolds:

Reply is made to your letter of January 18 with respect to the North Powder River Road improvement.

I might say to you, confidentially, that the Commission practically approved, at its meeting on January 13, 1939, the change in the type of improvement that was requested by the Union County Court and I believe it will contract the grading and surfacing project, leaving out the oiling which would give a project two or three miles longer for the same amount of money.

The Commission intends to reconsider the federal aid secondary highway projects at its meeting on January 26. I will be pleased to bring your project to the Commission's attention at that time.

I do not believe, under the circumstances, that it would be necessary for the county court or any member thereof to be present but on the other hand, if someone is there, he could press the project a little harder. In any event, the Commission will be glad to give the members of the court a hearing if they are present.

With best regards, I remain

Very truly yours,

HBG:AM

Secretary

FORM 2-N-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
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RECEIVED
[illegible]
[illegible] COMMISSION

County Roads

January 5, 1939

File

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

At the request of the Union County Court, I met with them today for a conference relative to proposed construction work on the North Powder-North Powder River Section of the North Powder River County Road.

The County Court expressed some dissatisfaction with the proposal to use the $15,000.00 allocated this year in grading, surfacing and oiling, for the reason that this amount would complete only about 1.75 miles. They desired the grading and graveling of the entire section. The reason for this is that the existing road has never been constructed to a market road standard. It has an inadequate surface and is impassable for traffic during the spring breakup.

To grade and gravel the entire section would cost $20,000.00, according to the survey estimate. The additional cost of construction for 0-11 oil is $18,000.00, making a total cost of the project $38,000.00.

I concur in the Union County Court's stand in this matter as the one and one half miles of completed road would be of no material benefit when the rest of the road is impassable in the spring. It would be better if the entire section were graded and graveled as one project and if there were future moneys available the oiling could be done.

The most serious obstacle to this proposal as I would see it, is that the grading and graveling will cost $20,000.00, whereas there is only $15,000.00 available unless you can find an additional $5,000.00 someplace.

FORM 5-M-1 2M 5-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

H. G. Smith
No. Powder County Road
Page 2

At the Union-Baker County Line the existing bridge across the North Powder River is no longer suitable for use and this bridge will have to be replaced within the next year or so. A 40 foot span will be required at a probable cost of some $6,000.00. I am submitting herewith estimate of cost for the project, exclusive of the bridge, the estimate being divided to show cost of grading and graveling, and the oiling. As soon as you advise me definitely whether we should take a short section and finish it completely, or grade and gravel only, I will be ready to submit plans and special provisions.

For your information, the Union County Court advised me that they will this date pass a resolution requesting the commission to use all of the money this year in grading and graveling. This resolution should be ready for consideration by the commission at their January 13th meeting.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock ✓
Enclosure

FORM 5-A-1 5M 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Gen'l
Projects
County Roads

December 22nd, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

NOTED
Asst. State Highway Engineer

I am returning the map and profile of the North Powder-North Powder River Section. Inasmuch as we selected this project without a definite understanding with the County in regard to the acquisition of right of way for the improved alignment, I believe it will be necessary to go ahead as you have surveyed.

Before any more projects are selected, however, I will try to have a clear understanding with the County Courts that they must secure right of way for standard alignment or the projects will not be approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

ELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

County Roads

December 17, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am in receipt of your letter of December 15th having reference to standards to be used on federal county road projects. The thought occured to me that you might not wish to approve the North Powder-North Powder River Section reconstruction as we planned last spring.

If you will remember, at that time it was decided to resurface and oil the section of the road but investigation revealed that the roadbed width in many places was only 18 feet wide with light surfacing. Additional surfacing materials were required which made the roadbed width entirely too narrow. We therefore made a survey based on the use of the existing roadbed and right of way, widening the road to 26 feet. On this would be placed some six inches of gravel topping and type O-11 oil mat wearing surface.

Should we attempt to make the alignment gradient conform to our present highway standards it would result in the throwing away of practically all of the existing road and right of way. Before completing the survey and preparation of plans I therefore wish your opinion as to whether approval will be given for the project as now planned or whether it should be relocated to modern standards.

The estimated cost of the project as now surveyed is $40,000 for the 4.66 miles, which does not include a new bridge across the North Powder River at the south end of the project. The cost of grade widening and necessary drainage structures is approximately $16,000. I estimate the cost of regrading to modern standard would be $26,000, making the total cost of the project $50,000 exclusive of right of way. However, new right of way would be expensive to obtain and I question whether or not Union County would acquire it for the reason the court feels the present alignment is satisfactory.

I am submitting to you by express map and profile of the project, which while not complete, is far enough along to permit you to advise whether the project can be approved, using present alignment

ABELL, CHAIRMAN, PORTLAND
ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

North Powder-North Powder Riv December 17, 1938
HG Smith
Page 2

and right of way. There is one exception to the existing alignment and that is at station 222 where a 28° curve is substituted for a right angle turn. As soon as you have completed your study of the map and profile, please return them to this office with your recommendations.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Balcock

COPY

April 26th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept
La Grande, Oregon

Dear Sir:

In regard to plans for the use of Federal funds on the Vale-Adrian road in Malheur County and the North Powder-North Powder River road in Union County. I beg to advise that I can make an inspection trip with you the week of May 9th, notifying you at a later date the time and place of meeting. In the meantime I will give you the following information to guide you in the preparation of plans:

The right of way should be 60 feet wide unless there are some highly developed sections where it is impractical to obtain this width, in which case special authority must be obtained from Washington, D. C. to use a narrower width. It is the obligation of the County to acquire the right of way.

I believe it would be more practical to grade and gravel surface the Vale-Adrian road for a considerable distance before any oiling is done as the development along that road would not be greatly served by a short stretch of oiling. On the other hand, I think the North Powder-North Powder River road can only be improved by oiling as it has a fairly adequate surface to keept the existing traffic out of the mud. I would suggest that 3 miles, or whatever distance the $15,000 will cover, be resurfaced and oiled with an O-11 job 20 feet wide.

If the location of the farm buildings makes the 60-foot right of way impractical on this latter road, I think we could secure disposition from the Bureau for a lesser right of way.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

HGS:AR

cc to: R. H. Baldock

By
H. G. Smith
Construction Engineer

CONTRACT # [redacted] 2163

FAS 259-C-1 Noyes Ranch-Cove Sec., 1939
Cove Secon. Hwy.
2163

January 23, 1940

COST ANALYSIS-FINAL REPORT

NOTED
State Highway Engineer

FAS 219-C-1/Cove Secondary Highway, Noyes Ranch-Cove Section
Contract 2163, Prefix 131-1007
Mt. States Construction Co., Contractors
V. H. Coffey, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	321.00	100 %				500.00
Trench Excavation	237.34	253.5	Cu. Yd.	0.94	1.00	253.50
Excavation, Single Class	2,919.05	14,915.9	" "	0.196	0.20	2,983.18
Overhaul	107.36	5,368	Yd. Sta.	0.02	0.02	107.36
Truck Haul	720.38	9,004.7	Yd. Mi.	0.08	0.08	720.38
Finish Roadbed & Slopes	828.00	5.52	Miles	150.00	100.00	552.00
Rounding Cutbanks	452.76	7,546	Lin. Ft.	0.06	0.05	377.30
12" Concrete Pipe	153.00	180	" "	0.86	1.00	180.00
18" " "	225.75	135	" "	1.67	2.00	270.00
24" " "	160.65	63	" "	2.55	3.00	189.00
30" " "	63.70	16	" "	3.98	4.50	72.00
Salvaging Culvert Pipe	57.00	114	" "	0.50	0.50	57.00
Salvaging Surf. Materials	1,920.70	3,474	Cu. Yd.	0.553	0.65	2,258.10
Selected Roadbed Topping	6,217.03	20,804	" "	0.30	0.25	5,201.00
Hauling " "	4,646.48	45,386	Yd. Mi.	0.10	0.08	3,630.88
Sprinkling	933.26	775.22	M. Gals.	1.20	1.25	969.03
*Preparation of Base	571.65	5.55	Miles	103.00	100.00	555.00
*Mineral Aggregate in Place	10,611.06	4,040	Cu. Yd.	2.63	2.75	11,110.00
*SC-6 Road Oil in Place	4,684.48	201.7	Tons	23.25	23.00	4,639.10
*Emul. or RC-3 Asph. in Seal Coat	1,354.28	58.43	"	23.25	22.50	1,314.68
*3/4"-½" Cr. Gravel in S.P.	757.70	474.6	Cu. Yd.	1.60	1.70	806.82
*½"-¼" " " "	631.90	395.8	" "	1.60	1.70	672.86

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
*Hauling Cr. Gravel	69.04	1,218.5	Yd. Mi.	0.06	0.08	97.48
P.A.#1 15" Perf. Concrete Pipe	41.25	37.5	Lin. Ft.		1.10	41.25
P.A.#1 8" " " "	125.50	251	" "		0.50	125.50
Gravel Backfill in Drains	43.20	18	Cu. Yd.		2.40	43.20
P.A .#2 Corr. Iron Siphon Pipe,8"	130.65	100.5	Lin. Ft.		1.30	130.65
P.A.#2,12" " " Siphon Pipe	214.40	134	" "		1.60	214.40
* " , Class "A" Concrete	205.40	8.06	Cu. Yd.		30.00	241.80
P.A.#3, Wrought Iron Grate	18.00	1	Each		18.00	18.00
P.A.#4,Purch. SC-6 Road Oil in bbls.	1,346.26	75.21	Tons		17.90	1,346.26
" RC-3 " " "	52.16	2.85	"		18.30	52.16
Force Account	123.93	——			——	123.93
	40,944.32					39,853.82

* Sublet.

Total Cost	40,944.32
Gross Revenue	39,853.82
Net Loss	1,090.50

Net Loss Equals 2.7% of Gross Revenue

NOYES RANCH - COVE SECTION

Detail of Cost

LABOR:

Supervision	608.41	
Labor	8,301.07	
State Industrial Accident Insurance	519.20	
Social Security & Unemployment Insurance	319.50	$9,748.18

MATERIALS:

12" Concrete Pipe	180	Lin. Ft.	@ 0.61	109.80	
18" " "	135	" "	@ 1.35	182.25	
24" " "	63	" "	@ 2.10	132.30	
30" " "	16	" "	@ 3.15	50.56	
8" Perf. Concrete Pipe	251	" "	@ 0.30	75.30	
15" " " "	37.5	" "	@ 0.75	28.13	
8" Corr. Iron Siphon Pipe	100.5	" "	@ 0.76	76.38	
8" " " " " Bands	7	Each	@ 1.27	8.89	
12" " " " "	134	Lin.Ft.	@ 1.00	134.00	
12" " " " " Bands	7	Each	@ 1.41	9.87	
SC-6 Road Oil	276.91	Tons	@ 15.30	4,236.72	
RC-3 A sphalt	61.28	"	@ 16.30	998.86	
Crushed Gravel in Drains	18	Cu. Yd.	@ 1.00	18.00	
Mineral Aggregate in S.P.	4,040	" "	@ 1.55	6,262.00	
Stockpile Material	870.4	" "	@ 1.55	1,349.12	
Haul Stockpile Material	1,218.8	Yd. Mi.	@ 0.055	67.03	
Concrete				180.00	
					$13,919.21

EQUIPMENT RENTAL, SUPPLIES & MISCELLANEOUS:

Equipment Rental	5,515.00
Hired Trucks	179.00

EQUIPMENT RENTAL, ETC., con't.

Gas, Oil and Grease		5,515.00	
Small Tools, Supplies & Misc.		1,623.74	
Bond	1% of Gross Revenue	398.50	
Home Office	1% of Gross Revenue	398.50	$10,666.17

SUB-CONTRACT, NORRIS BROS:

Preparation of Base	5.55	Miles	@ 100.00	555.00	
Placing Mineral Aggregate	4,040	Cu. Yd.@	1.00	4,040.00	
" SC-6 Road Oil	201.7	Tons	@ 7.20	1,452.24	
" RC-3 Asphalt	58.43	"	@ 6.20	362.27	
Barreling SC-6	75.21	"	@ 2.60	195.55	
" RC-3	2.85	"	@ 2.00	5.70	$6,610.76

TOTAL $40,944.32

Noyes Ranch - Cove Section

REMARKS:

This contract consists of the grading, surfacing and oiling of 5.55 miles of roadway. It was bid March 2, 1939; work was started March 23rd and finished October 28, 1939.

The single class excavation consisted of excellent scraper material. The small quantities plus the long average haul brought the cost up, however. Due to other contracts in the near vicinity, the contractor's moving in and organizing costs were quite low.

The salvaged surfacing materials were picked up and stockpiled by scrapers, and later picked up with shovel and trucks.

The selected roadbed topping was loaded with a 3/8 cubic yard shovel and hauled with trucks at an average rate of about 60 cubic yards per hour. The material contained a large amount of oversize, and since no screening was done at at pit, a great deal of work was expended in handling on road.

The crushed materials were purchased from the Island City Sand & Gravel Company. Due to their small production, the contract time had to be extended in order that the stockpiled materials could be produced

Norris Brothers sub-contracted the oiling work.

The work on this job was carried on in a very good manner, but due to low bid prices, a loss was experienced. However, had the contractor elected to grizzly out the topping oversize and run through crushing plant, it is probable that the loss could have been lowered somewhat.

E. H. CLYMER
COST ANALYST

HJ:FF

By

Henry Jullum

2163

RECEIVED
JAN 13
F

FAS 257-B-1

January 12, 1940

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2163, for the construction of the Noyes Ranch-Cove Section of the ~~Nover~~Secondary Highway in Union County, consisting of 3.55 miles of grading, surfacing and oiling, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 22, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advis that the total amount paid the above contractors in connection with this contract will be $39,854.54, including the final payment. Of this amount $123.93 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 20 1939
FOR FILING

FAS 237-C-1

December 20, 1939

Union Oil Company of California,
509 Chronicle Building,
Spokane, Washington.

Attention: Mr. L. R. Harbison.

Gentlemen:

In response to your inquiry of December 18th you are advised that the Mountain States Construction Company Contract No. 2163, Noyes Ranch-Cove Section in Union County, was accepted by the Highway Commission on December 8, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]VED
DEC 1[illegible] 19[illegible]

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

December 18,1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Regarding Oregon State Highway Cont. #2163, on September 19th you wrote us that this contract would be completed about October 15th.

Will you please tell us the date this job was accepted? Here is a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. FAHAY
District Credit Supervisor

By: L R Harbison

LRH:VB
Encl.

FORM 401 SPO

RECEIVED
D[illegible]2 1939

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

FAS 259-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 8.

December 6, 1939

[illegible]
DEC 7 - 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 259-C (1), Noyes Ranch-Cove Section, Cove Highway, was made by a representative of this office on November 30, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

#2163

RECEIVED
FOR

FAS 257-C-1

December 1, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 2163, Noyes Ranch-Cove Section of the Cove Secondary Highway in Union County. This payment will be made on or after December 11, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form E-1—8M—3-39

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.4,1939, 193

Section Noyes Ranch - Cove
Kind of work Grading, Surfacing & Oiling
Highway Cove Secondary
Section prefix 131-1007
Contractor Mountain States Const. Co.
Contract number 2163
Date of contract March 15, 1939
Date of completion August 31, 1939
Date work started May 23, 1939
Estimated date of completion October 28, 1939
Amount of contract $38,738.50
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $39,800.
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $3,000, 8 %
Date project was completed October 28, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project completed October 28,1939. Contractor completed all work except stockpiling of Maintenance Materials on August 5th. Maintenance materials where purchased from Island City Sand & Gravel co. On account of a overrun of 500 yds. in our mineral aggregate which was also purchased from the Island City Plant they were unable to complete the order of the Mountain States which made our stockpile material about 400 yds. short. This was caused by shortage of suitable material on their bar and they closed down.

Final estimate will be finished by Wednesday.

Signed V H Getty
Address Arlington, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed	Completed	Completed		Completed	
Total estimated quantities			1,500 C.Y.		
Estimated quantities moved or placed to date			871		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons		Commercial Plant					
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

#2163

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES
I. C. ROWLAND, SECY

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

October 26, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48252 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - 5.5 Miles grading, etc. and furnishing crushed gravel FAS 259-C(1), in Noyes Ranch-Cove Section Secondary Hwy., Union County, Oregon. Contract No. 2163

Pursuant to the request of Mountain States Construction Co., we are enclosing to you herewith five executed copies of Consent to an extension of time for the completion of the above contract to November 15, 1939.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schermerhorn
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

HD
Enc.

Copy to: Mountain States Construction Co.
Eugene, Oregon

File

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES
I. C. ROWLAND, SECY

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October 26, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48252 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - 5.5 miles grading, etc. furnishing crushed gravel FAS 259-C(1), Noyes Ranch-Cove Section Secondary Hwy. Union County, Oregon. Contract No. 2163

The Maryland Casualty Company, surety on the bond of the Mountain States Construction Company for the construction of Noyes Ranch-Cove Section, Contract No. 2163, hereby consents to the granting of an extension of time for the completion of the same from August 15th, 1939 to November 15, 1939.

Two previous consents were executed for extension of time on this contract, and this consent is given in lieu thereof, and it is understood that the previous consents will by this consent be rendered void

EXECUTED, at Tacoma, Washington this 26th day of October, 1939.

MARYLAND CASUALTY COMPANY
By A. Van R. Schumacher
Attorney in Fact

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES
I. C. ROWLAND, SECY

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October 26, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48252 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - 5.5 miles grading, etc. furnishing crushed gravel FAS 259-C(1), Noyes Ranch-Cove Section Secondary Hwy. Union County, Oregon. Contract No. 2165

The Maryland Casualty Company, surety on the bond of the Mountain States Construction Company for the construction of Noyes Ranch-Cove Section, Contract No. 2165, hereby consents to the granting of an extension of time for the completion of the same from August 15th, 1939 to November 15, 1939.

Two previous consents were executed for extension of time on this contract, and this consent is given in lieu thereof, and it is understood that the previous consents will by this consent be rendered void

EXECUTED, at Tacoma, Washington this 26th day of October, 1939.

MARYLAND CASUALTY COMPANY

By
Attorney in Fact

HANSEN & ROWLAND INC.

GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES
I. C. ROWLAND, SECY

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PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

October 26, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: BOND NO. 48252 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - 5.5 miles grading, etc. furnishing crushed gravel FAS 259-C(1), Hayes Ranch-Cove Section Secondary Hwy. Union County, Oregon. Contract No. 2165

The Maryland Casualty Company, surety on the bond of the Mountain States Construction Company for the construction of Hayes Ranch-Cove Section, Contract No. 2165, hereby consents to the granting of an extension of time for the completion of the same from August 15th, 1939 to November 15, 1939.

Two previous consents were executed for extension of time on this contract, and this consent is given in lieu thereof, and it is understood that the previous consents will by this consent be rendered void

EXECUTED, at Tacoma, Washington this 26th day of October, 1939.

MARYLAND CASUALTY COMPANY

By A. Van

Attorney in Fact

#2163

RECEIVED
OCT 23 1939
FOR FILING

FRS 2-9-20-1.

October 20, 1939

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Reference is made to your letter of September 12, concerning an extension of time on the Mountain States Construction Company contract, No. 2163, Moyes Ranch-Cove Section. In the last paragraph of your letter you state that as soon as the consent of the bonding company has been received you will forward it to this office to accompany the extension of time. Will you please advise if you have received such consent of surety and, if so, please forward it.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2163

September 28, 1939

H. B. Glaisyer, Secretary

W. C. Williams, Division Engineer

Extension of time on Contract No. 2163

Reference is made to your letter of September 12 concerning an extension of time on Mountain States Construction Company's contract, No. 2163, Noyes Ranch-Cove Section of the Cove Secondary Highway.

We have not yet received the consent of the surety on this contract to the extension of time.

JM:AM

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. C. ROWLAND, SECY

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PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

October 16, 1939

Mr. V. H. Coffey
Resident Engineer
Oregon State Highway Commission
La Grande, Oregon

Dear Sir:

RE: BOND NO. 48252 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - 5.5 miles grading; etc. and furnishing crushed gravel.A. FAS 259-C(1), Noyes Ranch-Cove Sec. Cove Secondary Hwy. Union County, Oregon. Contract No.2163

Pursuant to the request of Mountain States Construction Co., we are enclosing to you herewith five executed copies of Consent to an extension of time for the completion of the above project to October 15, 1939.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By
Surety Bond Dept.

HD
Enc.

Copy to: Mountain States Const. Co.
Eugene, Oregon.

RECEIVED
OCT 20 1939
DIVISION [illegible]

#2163

FAS 257-C-1

September 19, 1939

Union Oil Company of California,
Spokane, Washington.

Attention: L. R. Harbison.

Gentlemen:

Reference is made to your letter of September 15th concerning the Mountain States Construction Company Contract No. 2163, Noyes Ranch-Cove Section in Union County.

You are advised that this contract will be completed about October 15th. The total amount paid the contractors to date is $35,519.17, and the retained percentage is $2,905.59.

Very truly yours,

Secretary.

Dict. by J. McFarland.

21-[illegible]

Union Oil Company of California

CHRONICLE BUILDING
SPOKANE, WASHINGTON

September 13, 1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

It is our understanding that Oregon State Highway Contract #2163, awarded to Mountain States Construction Company, has been completed.

Will you tell us the date of acceptance, please.

Enclosed is a business reply envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

T. J. FAHAY
District Credit Supervisor

By: L. R. Harbison

LRH:LF

Enc.

Sept. 10

E- $38,224.56
R- 2,905.39
Pd- $35,319.17

FORM 401

Form E-90—Revised—25M—8-39

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 13 1939
STATE HIGHWAY COMMISSION

LaGrande, Oregon
September 12, 1939

FAS [illegible]-C-1

Subject: Extension of time
Noyes Ranch Section

To: Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

I hand you herewith request for an extension of time from August 31 to October 15 on the Noyes Ranch-Cove Section of the Cove Secondary Highway, contract No. 2163. The Mountain States Construction Company request this extension in order to complete the stockpiling of maintenance materials. All work pertaining to the construction of the roadbed and oiling of the same was satisfactorily completed well within the time limit.

The contractors made arrangements to secure their mineral aggregate and maintenance materials from the Island City Concrete Pipe Company. They have had considerable difficulty with their crushing plant and at this time have only about one-half of the maintenance materials in stockpile and at their present rate of progress it will be approximately October 15 before they will have completed.

Failure to have the maintenance materials produced within the time limit did not in any way interfere with the traveling public nor increase engineering expenses on the project. It is therefore recommended that they be granted an extension of time without penalty to October 15 within which time to complete the producing of materials for future maintenance operations.

I will submit to you as soon as received the consent of the bonding company to this extension.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
ENC=
cc H. B. Glaisyer ✓

[illegible] 259-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 15 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO.
Stencil No. 124
Ore. FAS 259-C (1)
Noyes Ranch-Cove Section
Cove Highway

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Irv

A4pr 39021

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 259-C (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of May, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; Particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 3d day of March, 1939, a revised project statement, which was approved by the Secretary on the 13th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (1) of said project which were recommended for approval by the United States District Engineer on the 15th day of February, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty thousand, six hundred fifty and 00/100 dollars ($20,650.00) as the share of the United States payable under said act on account of Section C (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 468+00 in the S.E. 1/4, Sec. 1, T. 3 S., R. 39 E., W.M., and survey station 735+00 on Jasper Street in Cove

, length 4.993 miles, in Union County,

being Section C (1) of Oregon Federal Aid Secondary project No. FAS 259, consisting of 4.993 miles of roadway and 20 bridges, of more than 20 feet clear span,

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (1) of said project shall not in any event exceed the sum of twenty thousand, six hundred fifty and 00/100 dollars ($ 20,650.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-four thousand, four hundred ten and 00/100 dollars ($ 34,410.00), the approved total estimated cost of Section C (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5818

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of MAY 31 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5512

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 259-C(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 34,410.00 as the total estimated cost of said project, and the sum of $ 20,650.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of MAY 31 1939

one thousand nine hundred and ....

Secretary of Agriculture,

By ....
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
MAY 25 1939
FOR

11 259 C-1

COPY

May 23, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith, in quintuplicate, for your consideration and approval, is Extra Work Order No. 2 for construction of timber flumes on the Noyes Ranch-Cove Project, FAS 259-C (1).

The work covered by this order is required to care for existing irrigation structures which must be removed during construction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

L. E. Parsons
Asst. Office Engineer

Dict. by G. Hester/GS

Encl.

FAS 259-C-1

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Noyes Ranch-Cove Section, Project No. FAS 259-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1939

RECEIVED
MAY 9 - 1939
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 259-C (1)
Noyes Ranch-Cove section
Cove Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

FAS 259 C-1

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Noyes Ranch-Cove Section, Project No. FAS 259-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 259-C (1)

[illegible]-COVE SECTION

OF THE COVE HIGHWAY IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 29, 1939

Work Outside City (Sta. 468+00 to 711+41.6)

All Required		Clearing and Grubbing	$ - -	$ 410.00
30	cu. yds.	Trench Excavation	1.00	30.00
19,100	cu. yds.	Excavation, Single Classif.	.20	3,820.00
8,540	yd. sta.	Overhaul	.02	170.80
9,600	yd. mi.	Truck Haul	.08	768.00
4.52	miles	Finishing Roadbed and Slopes	100.00	452.00
7,600	lin. ft.	Rounding Cutbanks	.05	380.00
36	lin. ft.	12" Concrete Pipe	1.00	36.00
126	lin. ft.	18" Concrete Pipe	2.00	252.00
64	lin. ft.	24" Concrete Pipe	3.00	192.00
15	lin. ft.	30" Concrete Pipe	4.50	67.50
2,500	cu. yds.	Salvaging Surfacing Materials	.65	1,625.00
14,800	cu. yds.	Selected Roadbed Topping	.25	3,700.00
31,000	yd. mi.	Hauling Roadbed Topping	.08	2,480.00
260	cu. yds.	Filler	.40	104.00
260	yd. mi.	Hauling Filler	.10	26.00
500	M-gal.	Sprinkling	1.25	625.00
4.54	miles	Preparation of Base	100.00	454.00
2,700	cu. yds.	Mineral Aggregate in Place	2.75	7,425.00
204	tons	SC-6 Road Oil in Place	23.00	4,692.00
56	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.50	1,260.00
		Subtotal		$ 28,969
		10% Engr. & Cont.		2,896
		Total		$ 31,865

Length of Roadway	4.520 miles
Length of Bridge	.026 mile
Total Length	4.546 miles
Cost per mile	$ 7,009

Note: Oiling is to be constructed across bridge.

Work Within City of Cove (Sta. 711+41.6 to 735+00)

All Required		Clearing and Grubbing		$ 40.00
6	cu. yds.	Trench Excavation	$ 1.00	6.00
400	cu. yds.	Excavation, Single Classif.	.20	80.00
150	yd. sta.	Overhaul	.02	3.00
0.45	mile	Finishing Roadbed and Slopes	100.00	45.00
1,400	lin. ft.	Rounding Cutbanks	.05	70.00
12	lin. ft.	12" Concrete Pipe	1.00	12.00
18	lin. ft.	24" Concrete Pipe	3.00	54.00
250	cu. yds.	Salvaging Surfacing Materials	.65	162.50
1,200	cu. yds.	Selected Roadbed Topping	.25	300.00
1,800	yd. mi.	Hauling Roadbed Topping	.08	144.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.10	1.00
30	M-gal.	Sprinkling	1.25	37.50
0.45	mile	Preparation of Base	100.00	45.00
260	cu. yds.	Mineral Aggregate in Place	2.75	715.00
20	tons	SC-6 Road Oil in Place	23.00	460.00
6	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.50	135.00
		Subtotal		$ 2,314
		10% Engr. & Cont.		231
		Total		$ 2,545

Length 0.447 mile
Cost per mile $ 5,693

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Outside City	$ 31,865	$ 19,123	$ 12,742
Inside City	2,545	1,527	1,018
	$ 34,410	$ 20,650	$ 13,760

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

[illegible]

April 3, 1939

Maryland Casualty Company
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2163 which was awarded to Mountain States Construction Company on March 15, 1939, for grading, surfacing and oiling the Noyes Ranch-Cove Section of the Cove Secondary Highway, in Union County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor.

Very truly yours,

JMcF:AM

Secretary

2-7-C-1

April 3, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2163 which was awarded to you on March 15, 1939, for grading, surfacing and oiling the Noyes Ranch-Cove Section of the Cove Secondary Highway, in Union County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
MAY 5 1939
FOR FILING

42

14159-C-1

March 15, 1939

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 5.5 miles grading, surfacing and oiling, also furnishing 1,500 cu. yds. crushed gravel in stock piles, on the Noyes Ranch-Cove Section of the Cove Secondary Highway, in Union County. This award was based on your low bid of $38,738.50 submitted on March 2, 1939.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

get confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON MARCH 15 1939

MOUNTAIN STATES CONSTRUCTION CO.
16[illegible]4 WASHINGTON STREET
EUGENE OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF NOYES RANCH-COVE SECTION OF COVE SECONDARY HIGHWAY, UNION COUNTY, BASED ON YOUR LOW BID SUBMITTED ON MARCH 2,1939. CONTRACT FORMS FOLLOW SHORTLY

STATE HIGHWAY COMMISSION
H B GLAISYER, SECRETARY

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

CONFIRMATION

RECEIVED
MAR 16 1939
STATE HIGHWAY COMMISSION

of Public Roads

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

8010-20 Oregon

DAY LETTER

WESTERN UNION

Portland, Oregon
March 15, 1939

R. H. Baldock
State Highway Engineer
Salem, Oregon

REURTEL TODAY WE CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON FAS 259-C (1), NOYES RANCH COVE SECTION COVE HIGHWAY, TO MOUNTAIN STATES CONSTRUCTION COMPANY LOW BIDDER

Davis

Paid govt. rate

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

RE
MAR 1
FOR FILING

C-11

SALEM, OREGON
MARCH 15, 1939

W. M. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

ALL RIGHTS OF WAY FOR NOYES RANCH COVE PROJECT ARE ACQUIRED AND WE DESIRE TO AWARD CONTRACT TODAY TO MOUNTAIN STATES CONSTRUCTION COMPANY ON BASIS OF BID SUBMITTED MARCH SECOND STOP MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FAS 259-C (1)

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(46)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1939 MAR 15 AM 11 51

PRH78 29 GOVT=PORTLAND ORG 15 1141A

R H BALDOCK=

STATE HIGHWAY ENGINEER=

REURTEL TODAY WE CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON FAS 259-C (1) NOYES RANCH COVE SECTION COVE HIGHWAY, TO MOUNTAIN STATES CONSTRUCTION COMPANY LOW BIDDER=

DAVIS=

FAS 259-C (1)

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED

2-159-C-1

March 15, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2163 which was awarded to you by the State Highway Commission on March 15, 1939, covering the grading, surfacing, and oiling of the Noyes Ranch-Cove Section of the Cove Secondary Highway, in Union County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send a copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the paragraph on the page immediately preceding the colored pages, and relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

RECEIVED

2-159-C-1

March 15, 1939

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2163 which was awarded to you by the State Highway Commission on March 15, 1939, covering the grading, surfacing, and oiling of the Noyes Ranch-Cove Section of the Cove Secondary Highway, in Union County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send a copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the paragraph on the page immediately preceding the colored pages, and relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

FORM 6-M-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
March 13, 1939

RECEIVED
MAR 14 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

359-C-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem , Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

On the Noyes Ranch-Cove Section of the Cove Secondary Highway right of way options stipulated that the State would build fence between Station 658+14 and 684+85.

I am enclosing herewith an order for state force work in the amount of $180 to construct the fence.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM [illegible]

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

COPY

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 23 1939
FOR FILING

76 259 C-1

March 11, 1939

Mr. T. M. Davis
Senior Highway Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of a resolution executed by the city authorities of the City of Cove, in Union County, for Project FAS 259-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

FORM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FEB 27 1939
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

February 24, 1939

Cove
[illegible]
Secondary

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith estimate of cost for comparison of bids on the North Powder-Davis Ranch Section of the North Powder River County Road and the Noyes Ranch-Cove Section of the Cove Secondary Highway, both in Union County.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

RECEIVED
MAY 16 1939
FOR FILING

[illegible] 259-C-1

February 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies each of special provisions pages 17a and 17b for the Noyes Ranch-Cove Section, Project No. FAS 259-C (1), which pages have been added to cover the construction of a footpath between Stations 711+41.6 and 738+00.

Five blueprint copies of the typical cross-section sheet are being sent under separate cover, which sheet has been revised to show the proposed footpath. Likewise, the typical roadway section has been revised to indicate the surfacing shall have a minimum thickness of six inches and the shoulders in side borrow sections shall not be caried on a 3:1 slope more than a distance of eight feet.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7122 25 1-CN

February 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary project FAS 259-C (1), Noyes Ranch-Cove section of the Cove Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the revised project statement.

Our approval is subject to the following changes which were agreed to in conversation between Mr. Probert and Mr. Davis, and to be covered by a revised section sheet:

1. Footpaths to be placed on the east side of the highway within the city limits of Cove.

2. A minimum of 6" compacted base surfacing to be placed.

3. The slope in ditch to be changed to conform to Bureau requirements.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
MAY 10 1939
FOR FILING

742759 C-1

February 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Noyes Ranch-Cove Section, Project No. FAS 259-C (1).

Likewise are enclosed four copies of a statement concerning the status of right of way required.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 259-C (1)

MOYER RANCH-COVE SECTION

OF THE COVE HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, February 11, 1939

West Outside City (Sta. 468+00 to 711+41.6)

All Required		Clearing and Grubbing		$ 180.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
19,100	cu. yds.	Excavation, Single Classif.	.20	3,820.00
8,540	yd. sta.	Overhaul	.01	85.40
9,600	yd. mi.	Truck Haul	.12	1,152.00
4.52	miles	Finishing Roadbed and Slopes	200.00	904.00
7,600	lin. ft.	Rounding Cutbanks	.09	684.00
36	lin. ft.	12" Concrete Pipe	1.50	54.00
126	lin. ft.	18" Concrete Pipe	2.00	252.00
64	lin. ft.	24" Concrete Pipe	3.00	192.00
15	lin. ft.	30" Concrete Pipe	4.50	67.50
2,500	cu. yds.	Salvaging Surfacing Materials	.75	1,875.00
14,800	cu. yds.	Selected Roadbed Topping	.25	3,700.00
31,000	yd. mi.	Hauling Roadbed Topping	.12	3,720.00
260	cu. yds.	Filler	.40	104.00
260	yd. mi.	Hauling Filler	.15	39.00
500	M-gal.	Sprinkling	1.50	750.00
4.54	miles	Preparation of Base	100.00	454.00
2,700	cu. yds.	Mineral Aggregate in Place	2.50	6,750.00
204	tons	SC-6 Road Oil in Place	25.00	5,100.00
56	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	1,400.00
			Subtotal	$ 31,312
			10% Engr. & Cont.	3,131
			Total	$ 34,443

Length of Roadway	4.520 miles
Length of Bridge	.026 mile
Total Length	4.546 miles
Cost per mile	$ 7,576

Note: Oiling is to be constructed across bridge.

Work Within City of Cove (Sta. 711+41.6 to 735+00)

All Required		Clearing and Grubbing		$ 20.00
6	cu. yds.	Trench Excavation	1.00	6.00
400	cu. yds.	Excavation, Single Classif.	.20	80.00
150	yd. sta.	Overhaul	.01	1.50
0.45	mile	Finishing Roadbed and Slopes	200.00	90.00
1,400	lin. ft.	Rounding Cutbanks	.09	126.00
12	lin. ft.	12" Concrete Pipe	1.50	18.00
18	lin. ft.	24" Concrete Pipe	2.00	36.00
250	cu. yds.	Salvaging Surfacing Materials	.75	187.50
1,200	cu. yds.	Selected Roadbed Topping	.25	300.00
1,800	yd. mi.	Hauling Roadbed Topping	.12	216.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.15	1.50
30	M-gal.	Sprinkling	1.50	45.00
0.45	mile	Preparation of Base	100.00	45.00
260	cu. yds.	Mineral Aggregate in Place	2.50	650.00
20	tons	RC-6 Road Oil in Place	25.00	500.00
6	tons	Emulsified or RC-3 Asphalt in Seal Coat	25.00	150.00
			Subtotal	$ 2,476
			10% Engr. & Cont.	247
			Total	$ 2,723

Length 0.447 mile
Cost per mile $ 6,091

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Outside City	$ 34,443	$ 20,666	$ 13,777
Inside City	2,723	1,634	1,089
	$ 37,166	$ 22,300	$ 14,866

All necessary right of way has been secured on the Noyes Ranch-Cove Section of the Cove Secondary Highway, Project No. FAS 259-C (1).

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FORM 8-H-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 26, 1939

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of January 25 having reference to anticipated difficulty of securing approval of the proposed resurfacing and oiling of the Cove Secondary Highway through Cove:

I do not concur in your belief that the line is in the wrong place if the intended purposes of the highway and benefits to be derived therefrom are considered.

The Cove Secondary Highway, while designated as one highway, extends from Island City to Cove and thence to Union. It is in reality two separate highways. Both have Cove as their destination, one extending from Island City and the other from Union. In addition to serving as a route between the respective towns, this highway serves a very heavily settled agricultural community throughout, especially the section from Island City to Cove. This highway is not a through highway and never can be by reason of the high mountainous country lying to the eastward of Cove.

It would, of course, involve less mileage of improvement to combine portions of the two routes. I am enclosing a small sketch in which you may follow the routes I will discuss. If any consolidation of the routes were made, the highway should be built from Island City to Cove via A.D.C. This, however, would eliminate the serving of the agricultural territory along the route A.B.C. and this is a very important part of the Cove territory. There are very important county roads connecting with route A.B.C. as I have indicated by red pencil on the sketch. This route is of such importance that it would be necessary to retain it on the secondary highway system and it would logically follow that it should be oiled at some future time, so nothing would be gained by changing the route via A.D.C.

The logical terminus of each route is at C. in Cove, where is located a

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Proposed rerouting of Cove Secondary

Page #2
1-26-39

Union Grade and High School which serves all of the Cove Valley. School busses pick up children from all parts of the valley and haul them to the Cove school.

The alignment through Cove, which follows the Main Street, is not highly desirable, but it does fit the town as laid out and as it is in the very center of the business district, it is not necessary that it be designed for high speed. To make any changes in Cove that would eliminate this inferior alignment would result in right of way costs probably not less than $12,000 to $15,000, which would practically eliminate the possibility of constructing through Cove.

It is my belief that the route as laid out is the best designed plan of serving both the town of Cove and the surrounding community. The street through Cove should be oiled as it is without question one of the largest towns in Eastern Oregon that does not have some sort of oiled surface through their main street. It is designated as a State highway and so it falls upon the Highway Commission to make any improvements that are necessary.

Mr. Myers of the Bureau has made an inspection of this project and he objects somewhat to the curves in Cove. I can not see justification for this objection as Cove is the terminus or destination of both routes and the matter of designing the road for high speed at that point is unimportant. If Mr. Davis could spare the time to make a personal inspection of all conditions of these routes, I believe he would approve the project, especially if he gives consideration to the fact that it is a secondary highway we are improving and designed for the serving of the town of Cove and surrounding territory rather than a through highway.

Personally I believe you should make every effort to secure approval of the project as planned, although I can offer no comment on refusal of the Bureau to spend secondary highway money through towns.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM S-6-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 25, 1939.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I anticipate considerable trouble getting the Cove project through the Bureau for two reasons.

First - They have consistently refused to spend secondary money through towns.

Second - By adding a portion within the city of Cove you have made a very inconsistent project which practically follows around three sides of a square.

If the business portion of Cove is your designation you could have located a much shorter line by approaching it directly from the West. I will endeavor to have Davis inspect the project with you immediately so that we can make any change of plans necessary without delaying the letting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
C. B. McCullough

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
JAN 11 1939
FOR FILING

January 10th, 1938

NOTED

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

You may submit specifications for the section of the Cove Secondary Highway through the town of Cove in accordance with your estimate recently submitted.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-M-1 SH 9-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAIS[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 16 1939
FOR FILING

[illegible] [illegible]
Secondary

January 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to statement of material sources for the Noyes Ranch-Cove Section of the Cove Secondary Highway in Union County:

This statement should be supplemented by the test on oversize gravel to be crushed for mineral aggregate as reported on laboratory test No. 117729, sample data No. 34040.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H Baldock

FORM 9-M-1 2M 8-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 12, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 14 1939
FOR FILING

Cove +
R/W
Cove Recon

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

VOTED

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of January 10 having reference to apparent discrepancy of the existing street through Cove as compared with the plat of Wilbur's Addition:

We were aware of the fact that the plat did not fit the existing street layout. This addition was laid out in 1896, but for some reason which can not be determined now, the Main street or county road leading westerly therefrom was not laid out in accordance with the plat. You will note that the Main street was laid out on a due east and west bearing, whereas now the Main street westerly from Orchard street has a bearing of North 86° 59' West.

The street and buildings fit the center line as we have surveyed it and you will note that fences, power poles, etc. are also in the same respect west from Station 751.

As the existing street and county road leading west therefrom have been established and in use since 1896, I believe we are perfectly justified in going ahead with the assumption that the 60 foot width has been definitely consigned to public use and I see no reason for attempting to acquire additional right of way.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 6-M-1 2M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 14 1939
FOR FILING

[illegible]

January 12, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith estimate of cost, special provisions and statement of material sources for the Noyes Ranch-Cove Section of the Cove Secondary Highway in Union County.

Under separate cover there is being forwarded to you a blue print profile on which a grade revision has been made between Stations 476 and 498. This grade revision was made to eliminate the unnecessarily long haul on materials excavated between Stations 479 to 487 and hauled to Stations 565 to 594.

This revision decreases the cost of the project somewhat and also allows for borrow excavation between Stations 564 to 594, which is desirable in order to secure more uniform drainage of the existing borrow pits.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 11 1939
FOR FILING

January 10, 1939.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

Under separate cover we are returning to you the following data on the section through the town of Cove:

- 1 profile tracing
- 1 100' detail map
- 1 roll mass diagram and cross sections
- 1 book field notes
- 1 book coordinate and one book computation sheets.

You may prepare and submit the necessary provisions and plans for the Noyes Ranch-Cove Section including the section thru the town of Cove.

You state in your letter of December 30th, that there is a 60' street thruout and that additional right of way was not necessary except between 736 and 739+50. However, in placing the tracing submitted for Wilbur's addition to the town of Cove on your detail map it would appear that the center line of the highway does not conform to the center line of the platted addition.

We are enclosing two blue prints of Wilbur's addition which shows the center line as on the location map. Will you please investigate as we do not wish to make the improvements and then find that we have no right of way. If additional right of way is necessary please advise and submit an estimated cost.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM S-22-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] [illegible] Secondary

December 30, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

By express there is being forwarded to you the following records on the survey of the Cove Town Section of the Cove Secondary Highway. The locating engineer has designated this section as the Cove-High Vallpy Section but this designation will be lost in that it will be included as a part of the Noyes Ranch-Cove Section.

100' scale map
Profile tracing
Platted sections
Project sketch map
Coordinate sheets
Earthwork computation sheets
One book field notes
One description, option, etc, of the Geo. Anderson property.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock

FORM 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 3 -

December 30, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have completed the survey of the Cove town section of the Cove Secondary Highway No. 342 and I am submitting to you for your approval map and profile of the section.

The section through Cove is .55 miles in length and the estimated cost according to the plans we have prepared is $5538.00. These plans provide for a constructed width of 50 feet and an oiled width of 40 feet, for a distance of approximately one quarter of a mile through the business district of Cove.

There is a 60 foot street throughout so that we have contemplated the purchase of no additional right of way except between Stations 736 to 739+50. The property between these stations is owned by George Anderson and he offered to donate sufficient right of way to permit the installation of a 48° curve. Any flatter curve would result in the moving of a new service station which he has recently erected. While he was in the mood to donate the right of way, we secured from him an option which is being submitted along with the necessary description, authority to purchase, and title information.

There are two encroachments on the 60 foot street right of way. One is a truck scale 18 feet right of Station 742+70 and the other is a canopy over a gas pump 25 feet right of Station 743+15. The scales will not interfere with the construction of the highway as they are at the proper grade and as they are sort of a community owned affair, I believe it would be satisfactory to leave them in place during their lifetime. The canopy over the gas pump will not interfere with the construction as it is 25 feet from the center line

FORM [illegible] 8M 9-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Cove town section
HG Smith
Page 2

but we will make an effort to have the owner remove it.

If you approve the survey as made please return the map and profile and I will prepare the necessary special provisions for the entire project which will be designated as the Noyes Ranch-Cove Section. The length, including the town section, will be 5.58 miles and the estimated cost is $42,744.00.

I am enclosing herewith an estimate of cost which shows the cost for the entire project and an estimate for the Cove town section only.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
Enclosure

CONTRACT # 2164

FAS 274-B-1 Eagle Cr.-Wade Corner, 1939
Eagle Cr.-Firwood Rd.
#2164 Grad., Surf. & Oiling

RECEIVED
FOR FILING

F.25 [illegible]

GENERAL
AMERICA
COMPANIES

H K DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

RECEIVED
17

July 16, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This acknowledges your letter of July 11 addressed to Mr. C. M. Pratt, wherein you state that you are about to make final settlement with Fisher Brothers on Contract No. 2164, the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road.

Yours very truly,

C. H. Cleaver

Special Agent

C. H. Cleaver
vh

De Sart

NOTED
D.G. DeSart

RECEIVED
JUL 12 1940
FOR FILING

FAS 274-F-1

July 11, 1940

GENERAL CASUALTY COMPANY OF AMERICA
C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2164, for grading, surfacing, and oiling the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, in Clackamas County, has been completed by the contractors, Fischer Bros., and that final settlement will be made by the state with said contractors for work done under said contract, on or after July 22, 1940.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $38,418.56, including final payment.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

FAS 274-B-1

Stencil No. 5.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 13 1940
FOR FILING

July 12, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project FAS274-B (1), Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood Road, was made by a representative of this office on June 4, 1940. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 22 1940
FOR FILING

FAS 274-B-1

June 21, 1940

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Mr. Frank J. Hurner

Gentlemen:

This will acknowledge receipt of your letter of June 14 requesting progress report on Fisher Bros. contract No. 2164, in Clackamas County.

Work under this contract was completed May 27 and accepted by the Commission June 14, 1940.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

DOD:MBL

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
[illegible] 1940
STATE [illegible] COMMISSION

June 14, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Fisher Brothers
Oregon State Contract 2164

Kindly give us a progress report on the above job. If the work has been completed please state completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

RER:GC

FRANK J. HURNER
Division Credit Manager

103-6

#2164

June 12, 1940

Honorable County Court of Clackamas County
Oregon City, Oregon

Gentlemen:

We have been advised by Mr. E. A. Collier, Division Engineer, that the Eagle Creek-Wade Corner Section of the Eagle Creek Grange Hall-Firwood Road has been completed by the contractor, Fisher Brothers.

We are advising you of this fact, inasmuch as the agreement executed by the County Court of Clackamas County and the State Highway Commission provides that the county shall maintain the project after it has been completed. We are, therefore, advising that the project is now being turned over to the county for maintenance.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

cc Mr. J. I. Roberts
County Engineer
Oregon City, Oregon

Mr. E. A. Collier

FAS 274-C-1

RECEIVED
12 1940
STATE HIGHWAY COMMISSION

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES SEATTLE, WASHINGTON

H K DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

June 11, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

This is to acknowledge your undated letter addressed to Mr. C. M. Pratt, agent for the General Casualty Company of America, wherein you state that it is your intention to make Semi-final payment to Fisher Brothers on Contract No. 2164, Eagle Creek-Wade Corner Section of Eagle Creek-Firwood County Road in Clackamas County.

Yours very truly,

C. H. Cleaver

C. H. Cleaver
Special Agent
mg

NOTED
L.G. DeSart

[illegible]

RECEIVED
JUN 11 1940
FOR FILING

FAS 274-K-1

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make Semi-final payment to Fisher Brothers on Contract No. 2164, Eagle Creek-Wade Corner Section of Eagle Creek-Firwood County Road in Clackamas County. This payment will be made on or after June 20, 1940.

Kindly acknowledge receipt of this letter.

Very Truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dezart

103-6

FORM 2-6-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

June 5, 1940

Clackamas County Court
Oregon City, Oregon

Gentlemen:

The contractor, Fisher Bros., has completed the Eagle Creek-Wade Corner Section and we are hereby turning this section over to you for maintenance in accordance with our previous agreement.

There is quite a heavy truck haul on the west half of this section and the oil my need a little sanding later on to keep it from picking up during hot weather.

Very truly yours,

E.A.Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

Form 220—3M—7-38

FAS 274-13-1

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED
RAY WEBBER

For Week Ending June 1, 1940

Section Eagle Creek-Wade Corner
Kind of work Grading, Surfacing & Oiling
Highway Eagle Cr.-Firwood County Road
Section prefix 203-1016
Contractor Fisher Bros.
Contract number 2164
Date of contract April 6, 1939
Date of completion September 30, 1939
Date work started May 31, 1939
Estimated date of completion May 27, 1940
Amount of contract $38,379.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $39,497.47
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date, $3,044.36, 132 %
Date project was completed May 27, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the Project Monday, broomed the Roadbed and cleaned up alon g the job. I reported the job complete May 27th and sent the Semi*Final Estimate in May 31st.

NOTED
H. G. SMITH

RECEIVED
JUN 3 1940
CONST

Signed
Address 9200 SE. McLoughlin Blv'd. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2,71	3.02		3.02	
Miles partially completed					
Miles completed	2.71	3.02		3.02	
Total estimated quantities	9,300.0	14,400.0		1,450 Cy Aggregate	
Estimated quantities moved or placed to date	88,125.7	14,429.5		1,476 "	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						3	3
Men and teams							
Men and trucks under 3 tons						1	
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Pt.Cloudy		
Thursday	Showers		
Friday	"		
Saturday	Cloudy		

RECEIVED
APR 19 1940

FAS 274-B-1

April 19, 1940

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

Responding to your inquiry of April 18 you are advised that Fisher Brothers' Contract No. 2164, Eagle Creek-Wade Corner Section, is approximately 87 per cent complete. The total amount paid the contractor to date is $30,527.74, and the retained percentage is $2,876.43. The date of completion is July 1, 1940.

Very truly yours,

JM:AM

Secretary

#2164

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

April 18, 1940

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Fisher Brothers
Oregon State Contract 2164

It is our understanding that the above contract has been completed. Will you please give us the completion and acceptance dates of this contract?

Stamped and addressed envelope is enclosed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

RER:GC
Encl.

FRANK J. HURNER
Division Credit Manager

Nov. 15
E. $33,406.17
P. $ 2,878.43
Pd-$30,527.74
87%

[illegible]

103-6

April 3, 1939

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Herewith a copy of a letter from Mr. R. S. Milln, Assistant County Engineer of Clackamas County, relative to securing right of way for a drainage ditch on the Eagle Creek Grange-Wade Corner Section of the Eagle Creek-Firwood Road.

The World War Veterans' State Aid Commission was contacted by the county and also by Mr. DeSouza, and they are unable to get any idea from the officials as to when the State Aid Commission will meet and grant a release of the land.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

103-G

J. I. ROBERTS, County Engineer PHONE 980 R. S. MILLN, Ass't. County Engineer

OFFICE OF COUNTY ENGINEER
CLACKAMAS COUNTY
OREGON CITY, OREGON

RECEIVED
MAR 2 [illegible]
STATE HIGHWAY COMMISSION

March 23, 1939

Oregon State Highway Commission
Salem, Oregon

Att: Oscar Cutler

Dear Sir:

Answering your letter of March 18, relative to the securing of right of way for drainage on Market Road No.3 in Section 4, Township 3 South, Range 4 East, of the Willamette Meridian, through the Geo. M. White property.

Clackamas County has secured a deed from Mr. White for the property as recommended by Mr. Young's survey and outlined in the descriptions sent this office by you.

The State of Oregon (World War Veterans State Aid Commission) holds a mortgage on Mr. White's property and on March 22 a partial release was presented to them at their office, but they did not promise a speedy release.

We are holding a warrant for One Hundred ($100.00) Dollars, in favor of Mr. White endorsed to the Veterans Aid Commission.

The County is not recording the above deed until the mortgage release is received.

If your office has any way of speeding the matter along with the Veterans Commission it will help to close this deal.

Very truly yours,

R S Milln

Ass't. County Engineer.

RSM:s

NOTED
RAY WED

Ray: please write.
Cutler

RECEIVED
FOR FILING

March 23, 1940

THE UNITED STATES NATIONAL BANK OF PORTLAND
Roseburg Branch
Roseburg, Oregon

Attention V. M. Orr, Asst. Mgr.

Gentlemen:

This is to acknowledge your letter of March 21, in which you make inquiry concerning a contract of Fisher Bros., Oregon City, for highway construction work near Estacada.

You are advised that Fisher Bros. have Contract. No. 2164, which is for the grading, surfacing and oiling of the Eagle Creek-Wade Corner Section, in Clackamas County. This contract is approximately 90% complete. The contractors have been paid $30,527.74 and the retained percentage is $2,878.83. If Mr. A. S. Wallace of Roseburg has a subcontract on this project we have not been so advised. However, it is quite possible that he has leased some of his equipment to Fisher Bros. for use on this section of highway.

In regard to the highway work which has been contracted to Mr. Wallace, you are advised that he was recently mailed an estimate voucher for his signature in the amount of $9,204.01, which will represent payment of his Estimate No. 1 for work performed to March 15 in connection with his contract No. 2253, Nehalem River-Sunset Summit Section, in Clatsop and Washington Counties. The retained percentage on this job is $1,624.24. As soon as this estimate voucher has been returned properly signed, it will be placed in line for payment.

We trust the above will furnish you with the information you desire.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JW:WBL

MAR 22 19

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS:
"UNITBANK"

ROSEBURG BRANCH
ROSEBURG, OREGON

March 21, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Information will be greatly appreciated as to whether Fisher Brothers of Oregon City held a contract with your Commission for road work near Estacada, Oregon. We understand the job amounted to around $38,000.00, and we have information that Mr. A. S. Wallace of Roseburg, Oregon sub-contracted under the Fisher Brothers and has still coming to him $5,500.00. Information given us was to the effect that Fisher Brothers had received full payment for this job with the exception of 7½% hold-back until final audit of the account. Any information you can give us regarding this will be greatly appreciated.

In talking with A. S. Wallace last Saturday he informed us that a day or two before an estimate had gone into your office for a job on which he is now working, said estimate amounting to in the neighborhood of $11,000.00 and would be due and payable between the 1st and 10th of April. We would appreciate having you confirm this estimate in replying to this letter. Thanking you in advance, we remain

Fisher Bros.

#2164- Clack. Co T[illegible] 15-
E. $33,406.17
P. 2,878.43
Pd $30,527.74

Very truly yours,

V M Orr
V. M. Orr
Assistant Manager

VMO:EW
Enc.

FAS 274-B-1

March 6, 1940

United States Fidelity & Guaranty Company,
M. K. Sprott, Manager,
1112 Bedell Building,
Portland, Oregon.

Attention: Raymond C. Weiss,
Supt. Surety Dept.

Gentlemen:

Reference is made to your letter of March 5th concerning the Fisher Brothers Contract No. 2164, Eagle Creek-Wade Corner Section in Clackamas County.

You are advised that the bond furnished in connection with this contract was written by the General Casualty Company of America, and was signed by C. M. Pratt, Attorney-in-Fact. The bond was countersigned by Legler & McGahney, Resident Agents, Oregon City, Oregon.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2164

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

March 5, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We would appreciate it very much if you would kindly let us have the name of the company bonding Fisher Bros. of Oregon City on the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, Federal Aid Secondary Project No. FAS 247-B(1), in Clackamas County, Oregon, bids for which were opened on April 6, 1939.

We further would appreciate it if you would kindly let us know the name of the Attorney in Fact and the name of the resident agent on the bond in question.

Please accept our thanks for your kindness.

Yours very truly,

Raymond C. Weiss
Supt. Surety Dept.

RCW:LK

#2164

RECEIVED
OCT 23 1939
FOR FILING

FAS 571-E-1

October 9, 1939

Mr. E. A. Collier,
Division Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Oregon.

Dear Sir:

We are handing you herewith copy of a letter from Fisher Brothers, requesting an extension of time on their contract No. 2164, Eagle Creek-Wade Corner Section in Clackamas County.

Will you please advise of your recommendations and inform the contractors that it will be necessary to have the written consent of their surety.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 5-S-1 2M 10-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of E. A. COLLIER, Division Engineer
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
OCT 9 - 1939
STATE HIGHWAY COMMISSION

FAS 374 - C-1

October 7, 1939

203-1016

Fisher Bros. Contractors
Route 3
Oregon City, Oregon

Gentlemen:

The completion date for your Contract No. 2164 is September 30th. It will not be possible to place the oiled surface this fall. Please submit a request for an extension of time. This must be accompanied by the consent of your surety and should be presented to the State Highway Commission through my office not later than October 15th, when your next estimate will be made up.

Under the terms of your contract, you are to maintain this section of highway until all work to be done under the contract is completed. See Page 19 of the Special Provisions.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
H. B. Glaisyer

FAS 274-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROAD ADMINISTRATION

RECEIVED
SEP 14 1939
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon FAS 274-B (1)
Eagle Creek-Wade Corner Sec.,
Eagle Creek-Firwood Road.

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jwm

wa4pr-1521

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 274-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 14th day of March, 1939, ~~a~~ revised project statement, which was approved by the Secretary on the 5th day of April, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 22nd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-five thousand, three hundred thirty and no/100 dollars ($25,330.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5519

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 9+53 in the NW 1/4, Section 5, T. 3 S., R. 4 E., W.M., at a connection with Secondary State Highway No. 161, and survey station 160+00 in the SE 1/4, Section 3, T. 3 S., R. 4 E., W.M.

, length 3.023 miles, in Clackamas County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 274, consisting of 3.023 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

[illegible]

8—5518

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P 1 - 1939
REGIONAL

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wherever [illegible] ment the
terms "Secretary" [illegible] "Secretary of
Agriculture" [illegible]
clude [illegible] Federal
[illegible]
[illegible] 's
[illegible] ization
[illegible] of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of twenty-five thousand, three hundred thirty and no/100 dollars ($25,330.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-two thousand, two hundred sixteen and no/100 dollars ($42,216.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws 1917, and Chap. 31, Laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of AUG 24 1939, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~

By W. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 274-B(1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 42,216.00 as the total estimated cost of said project, and the sum of $ 25,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______________ one thousand nine hundred and AUG 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~,

By O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4220

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 10 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 481, Oregon FAS 274-B(1)
Eagle Creek-Wade Corner
Eagle Creek-Firwood Road

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

To Com
671073

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

203-1016

274-E

May 11, 1939

Mr. H. C. Broadwell, Res. Engr.
State Highway Department
OFFICE

Dear Sir:

Some of the typical sections on the Eagle Creek-Wade Corner Section show a narrow berm between the edge of the surfacing and the edge of the roadbed at the ditch.

Please flatten these out during construction so that there will be no berm between the shoulder and the ditch.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC S. H. PROBERT

RECEIVED
MAY 16 1939
FOR FILING

FAS 274-B-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Eagle Creek-Wade Corner Section, Project No. FAS 274-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 274-B(1)

EAGLE CREEK-WADE CORNER SECTION

OF THE EAGLE CREEK-FIRWOOD ROAD IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

All Required		Clearing and Grubbing	$ - -	$ 500.00
250	cu. yds.	Trench Excavation	1.00	250.00
9,300	cu. yds.	Excavation, Single Classif.	.40	3,720.00
2,400	yd. mi.	Truck Haul	.10	240.00
2.71	miles	Finishing Roadbed and Slopes	100.00	271.00
3,600	lin. ft.	Rounding Outbanks	.10	360.00
560	lin. ft.	12" Concrete Pipe	1.00	560.00
360	lin. ft.	18" Concrete Pipe	1.75	630.00
270	lin. ft.	Salvaging Culvert Pipe	.50	135.00
9,200	cu. yds.	3½" - 2" Rock in Base	1.70	15,640.00
4,200	cu. yds.	3/4" - 0" Rock in Base	1.70	7,140.00
550	M-gal.	Sprinkling	2.00	1,100.00
3.02	miles	Preparation of Base	100.00	302.00
1,450	cu. yds.	Mineral Aggregate in Place	3.00	4,350.00
34	tons	Cutback Asphalt (RC-3) in Seal Coat	18.50	629.00
116	tons	SC-6 Road Oil in Place	22.00	2,552.00
			Subtotal	$ 38,379
			10% Engr. & Cont.	3,837
			Total	$ 42,216

Length 3.023 miles
Cost per mile $ 13,964

FAS Funds Requested- -	$ 25,330
State Funds- -	16,886
	$ 42,216

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County March 23, 1939 and by Highway Commission April 7, 1939

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APR 28 1939
FOR FILING

274-B-1

April 27, 1939

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2164 which was awarded to you on April 6, 1939, for grading, surfacing and oiling the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, in Clackamas County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
APR 28 1939
FOR FILING

274-B-1

April 27, 1939

General Casualty Company of America
C. M. Pratt, Agent
601 Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2164 which was awarded to Fisher Brothers on April 6, 1939, for grading, surfacing and oiling the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, in Clackamas County.

This is being sent to you inasmuch as you appear surety on the bond and is for your records and files.

Very truly yours,

JM:AM

Secretary

#216.4

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APR 21 1939
FOR FILING

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

712 274-B-1

GENERAL
AMERICA COMPANIES

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES – SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

April 19, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to advise that we are today forwarding by Railway Express four sets of specifications and Contract Agreement for State Highway Construction on the Eagle Creek-Firwood County Road in Clackamas County on the Eagle Creek-Wade Corner Section.

jm X

Will you please acknowledge receipt of same on the attached duplicate of this letter and return to the Oregon Service Office, 601 Board of Trade Building, Portland, Oregon.

Very truly yours,

GENERAL AMERICA COMPANIES

G Pietka
Oregon Service Office

G. Pietka
enc.

7CI 274-B1

April 11, 1939

FISHER BROS.
Route 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2164 which was awarded to you on April 6, 1939, by the State Highway Commission, covering the grading, surfacing and oiling of the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, in Clackamas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

702-174-B-1

April 8, 1939

Fisher Bros.

Oregon City, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on April 6, 1939, awarded you the contract for 2.71 miles grading and 3.02 miles surfacing and oiling on the Eagle Creek-Wade Corner Section of the Eagle Creek-Firwood County Road, in Clackamas County. This award was based on your low bid of $38,379.00, using road oil, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

[illegible] Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

7 -

5-23-3E

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

4-7-39

The County of Clackamas, State of Oregon,
(municipality or political subdivision)
hereinafter referred to as the County, and the Oregon State High-
(State highway
way Commission, hereinafter referred to as the Highway Department, hereby
organization)
agree as follows:

1. That the Highway Department will submit a project for the improvement of 2.834 miles of the secondary or feeder
a junction with State (municipal, or secondary or feeder)
highway from Secondary Highway #161 at Eagle Creek Grange to a point 2.834 miles east of said junction, known as Eagle Creek-Firwood County Road,
(local name of street or road)
and to be designated as Oregon project No. FAS 274-B (1) and will
(State)
recommend its approval by the Secretary of Agriculture for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its prop-
(municipality or political subdivision)
er maintenance after completion of its improvement.

2. That the said County hereby
(municipality or political subdivision)
requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Agriculture, and agrees that if such project is approved and constructed by the Highway Department and the Secretary of Agriculture it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County agrees
(municipality or political subdivision)
to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such ad-

ditional width or widths of right of way as may be required for cut and/or fill slopes.

4. That the said County (municipality or political subdivision) hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County (municipality or political subdivision) on the 23rd. day of March, 1939, and the Highway Department on the 7th day of April, 1939.

County of Clackamas
(Municipality or political subdivision)

Attest:
Guy H Pace
County Clerk
Cora L Hunt
Dep.

By E. L. Pope
County Judge

By L. L. McFarlane
County Commissioner

By F W Kruse
County Commissioner

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest:
H B Glaisyer
Secretary

By Henry F. Cabell
As Chairman

By E B Aldrich
As Commissioner

By Herman Oliver
As Commissioner

Note: Any official signing for and on behalf of a municipality or political subdivision should attach an original or authenticated copy of order, resolution, ordinance, or charter provision, or a citation to statute, under the authority of which this agreement is executed. Each agreement should be executed in duplicate and a certified copy should be furnished for the Bureau of Public Roads.

5-23-50

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

In the matter of regulation of traffic on Market Road No. 3 to conform with the requirements of Federal Aid authorized under the Supervision of the Bureau of Public Roads	RESOLUTION

WHEREAS, a County Road in Clackamas County, State of Oregon, known as the Eagle Creek-Firwood County Road, is routed through the County of Clackamas, Oregon, a Political Subdivision of the State of Oregon, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to-wit:

> From a junction with State Secondary Highway No.161 at Eagle Creek Grange to a point 2.834 miles east of said junction.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the County road, known as the Eagle Creek-Firwood County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 23rd day of March, 1939.

Attest;

Guy H Pace
County Clerk
Cara L Hunt
dep.

By, E. L. Pope
County Judge

By, L. L. McFarlane
County Commissioner

By, W Kruse
County Commissioner

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Clackamas County, Oregon, on the 23rd day of March, 1939, at the regular or special meeting of said County Court.

Dated this 23rd day of March, 1939.

County Clerk

Cora L. Hunt
dep

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

In the matter of regulation of traffic on Market Road No. 3 to conform with the requirements of Federal Aid authorized under the Supervision of the Bureau of Public Roads	RESOLUTION

WHEREAS, a County Road in Clackamas County, State of Oregon, known as the Eagle Creek-Firwood County Road, is routed through the County of Clackamas, Oregon, a Political Subdivision of the State of Oregon, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to-wit:

> From a junction with State Secondary Highway No.161 at Eagle Creek Grange to a point 2.834 miles east of said junction.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED bytthe County Court of Clackamas County, Oregon, that no encroachments will be permitted on the County road, known as the Eagle Creek-Firwood County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 23rd day of March, 1939.

Attest;

Guy H Pace
County Clerk
Cora L Hunt
Dep.

By, E. L. Pope
County Judge

By, L. L. McFarlane
County Commissioner

By,
County Commissioner

I hereby certify the foregoing to be a true copy of the original resolution passed by the County Court of Clackamas County, Oregon, on the 23rd day of March, 1939, at the regular or special meeting of said County Court.

Dated this 23rd day of March, 1939.

Guy H Pace

County Clerk

Cora L Hunt
dep.

RECEIVED
[illegible]
FOR FILING

Fas 274-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 274-B (1), the Eagle Creek-Wade Corner section of the Eagle Creek-Firwood County Road, to Fisher Bros., Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED MAY 19 1939 FOR FILING

RECEIVED MAR 25 19

FAS 274-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAS 274-B (1), the Eagle Creek-Wade Corner section of the Eagle Creek-Firwood Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

It is requested that consideration be given to flattening the slopes of the surfacing section on the roadbed section greater than 24' to eliminate the narrow berm between the surfacing and the ditch.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 10 1939
FOR FILING

7a.S 274-B-1

March 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate and five copies of right of way statement for the Eagle Creek-Wade Corner Section, Project No. FAS 274-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 274-B (1)

EAGLE CREEK-WADE CORNER SECTION

OF THE EAGLE CREEK-FIRWOOD ROAD IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 17, 1939

All Required		Clearing and Grubbing		$ 300.00
250	cu. yds.	Trench Excavation	$ 1.00	250.00
9,300	cu. yds.	Excavation, Single Classif.	.30	2,790.00
2,400	yd. mi.	Truck Haul	.15	360.00
2.71	miles	Finishing Roadbed and Slopes	200.00	542.00
3,600	lin. ft.	Rounding Cutbanks	.10	360.00
560	lin. ft.	12" Concrete Pipe	1.00	560.00
360	lin. ft.	18" Concrete Pipe	2.00	720.00
270	lin. ft.	Salvaging Culvert Pipe	.80	216.00
9,200	cu. yds.	3½" - 2" Rock in Base	1.75	16,100.00
4,200	cu. yds.	3/4" - 0" Rock in Base	1.75	7,350.00
550	M-gal.	Sprinkling	1.50	825.00
3.02	miles	Preparation of Base	100.00	302.00
1,450	cu. yds.	Mineral Aggregate in Place	3.00	4,350.00
34	tons	Cutback Asphalt (RC-3) in Seal Coat	24.00	816.00
116	tons	SC-6 Road Oil in Place	24.00	2,784.00
180	tons	Tar in Place	20.00	(Alternate)
			Subtotal	$ 38,625
			10% Engr. & Cont.	3,862
			Total	$ 42,487

Length 3.023 mile
Cost per mile $ 14,054

FAS Funds Requested- -$ 25,500
State Funds- 16,987

$ 42,487

EAGLE CREEK-GAGE CORNER SECTION

PROJECT NO. FAS 27A-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 17, 1939

FORM 5-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAR 13 1939
OREGON
STATE HIGHWAY COMMISSION

March 10, 1939

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of March 8th received with reference to the Eagle Creek Grange Hall-Wade Corner Project. Attached hereto you will find a statement of material sources and two copies of Form 511, showing information with respect to the two properties on which we obtained leases for rock quarries. The county are operating this quarry and for that reason we mentioned it in the specifications as a possible source. They did not rent this quarry, but have said they will give us a letter Monday offering rock from this quarry to meet our specifications at the price of $1.00 and $1.10 for different grades. I will send you this letter as son as it is received. Last year the county offered to sell to different contractors, but the contractor elected to go in to the Fisher quarry.

You will note the county is to grade a short section near the west end of the project. Today they agreed to have this completed on or before May 1st and will give us a letter to that effect Monday, which I will forward to you.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-9-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

RECEIVED
MAR 9 - 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED

[illegible] County road.

March 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith the following data for the Eagle Creek Grange Hall-Wade Corner Section of the Eagle Creek-Dover Clackamas County Road:

(1) Profile on cloth
(2) Hard copy map, Scale 1":100' (Property of Clackamas County)
(3) Profiles of three drainage ditches
(4) Two rolls of cross-sections
(5) Mass diagram
(6) Detail map of connections at Grange Hall
(7) Pad of earthwork and other quantity computation sheets
(8) Sketch map showing location of quarries
(9) Special Provisions
(10) Engineer's Estimate
(11) Two quarry leases, signed by Anderson and Douglas

This is a Federal Secondary Highway Project, set up for 1939 construction and I suggest that bids be called not later than the May 11th Commission meeting, in order that the work may be done during the dry season.

We have advised Clackamas County that this project would be put on this summer and they have acquired several pieces of right of way and plan to perform some grading immediately from Station 0 to Station 13. Quantities for this grading have not been included in this project.

This project will be quite similar to the Carver-Redland Store Project constructed last year. The Anderson quarry has been opened and operated in the past. The Douglas quarry is a prospect only. There are other rock outcrops in that neighborhood.

Please send me a blueprint of the profile and return all the other survey data you do not need, as soon as your federal aid plans have been prepared.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Current
Projects—
County Roads

March 8th, 1939

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to the Eagle Creek Grange Hall-Wade Corner Section of the Eagle Creek-Dover County Road in Clackamas County.

This project has been advanced on the tentative schedule of lettings to April 6th. I do not have a "statement of material sources" form, nor copies of Form 511 "statement of information for properties on which it is desired to obtain materials".

The two leases, one from Mr. Anderson and one from Mr. Douglas, will be held until we can have the information from which we may check them.

Also, it is necessary to obtain written authority from the County Court before we can specify a county-owned quarry.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock

FORM 5-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
6200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

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January 26, 1939

Forward
Secretary
County Road
C[illegible]

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of January 25th received asking for the length and limits of the Eagle Creek-Dover job for the new allocation of $40,000. We expect to begin the job at Station 0 at Grange Hall and run east 3.7 miles to Station 195, which is about 600 ft. east of Douglas Corners.

Grading	$5,900
Drainage	1,000
Rock Base	22,000
O-9 Surface	8,700
Engineering	2,400
	$40,000

The Clackamas County Court has told Mr. F. T. Young they want to do the heavy grading on the first hill east of the Grange Hall with their own equipment. If they get this out of the way, it would mean more oil under state contract for them.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

FORM 3-A-1 6M 9-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

NOTED
State Highway Engineer

January 25, 1939

Mr. E. A. Collier
Division Engineer
Portland Division Office
9200 S. E. McLoughlin
Portland, Oregon

Dear Sir:

Please send the length and limits of the Eagle Creek - Dover section for the new allocation of $40,000. If you do not have a complete estimate, an approximate estimate will suffice.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF

CC to:

C. B. McCullough

FORM 2-A-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. ~~DU VELLE~~, JACKSONVILLE

H. B. GLAISYER, SECRETARY

(14

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

January 12, 1939

Com[illegible] [illegible] [illegible]

Mr. C. B. McCullough
Assistant State Highway Engineer
O f f i c e

REFERRED TO
H B Glaisyer
By Asst. State Highway Engineer

For Jan 26th agenda

Dear Sir:

Herewith copy of a letter received from R. F. Milln, Assistant County Engineer of Clackamas County, in which he states that the Clackamas County Court requests that the 1939 allocation of Federal secondary highway funds tentatively scheduled for Clackamas County be used in resurfacing and oiling a section of Market Road No. 3, from Eagle Creek Grange Hall to a point near Dover.

I attach hereto a map on which are shown in color three different roads. The road marked No. 1 was surfaced and oiled with Federal secondary funds in 1938. The tentative schedule for Federal secondary highway funds for county roads lists as follows: Canby-Marquam, which is indicated as No. 3 on the map - $25,000.00; Eagle Creek-Dover, marked No. 2 - $15,000.00.

The county's request is that the entire sum of money, $40,000.00, be expended on the Eagle Creek-Dover Road, marked on the map as No. 2. It is my recommendation that the 1939 allocation be expended on the Eagle Creek-Dover Road.

The Eagle Creek-Dover Road does not indicate a very high solvency, as the Q_s is 0.20 and the Q_c is 0.57. The Canby-Marquam Road indicates a Q_s of 1.10 and a Q_c of 3.16. However, the Clackamas County officials advised that it is their intention to construct the Canby-Marquam Road themselves, and they do not have funds for the Eagle Creek-Dover Road. They also stated that they intended to request that a section of the present secondary highway from Woodburn to Sandy, extending from Eagle Creek to Sandy, be removed from the secondary highway system, and that the Eagle Creek-Dover Road and the Dover-Firwood Road be substituted therefor whenever the Eagle Creek-Dover Section is completed.

The county has oiled a section from Firwood to near Dover and when the Eagle Creek-Dover Section is completed this would connect and would provide a satisfactory section for a secondary highway, and would eliminate the necessity of rebuilding the road from Eagle Creek to Sandy.

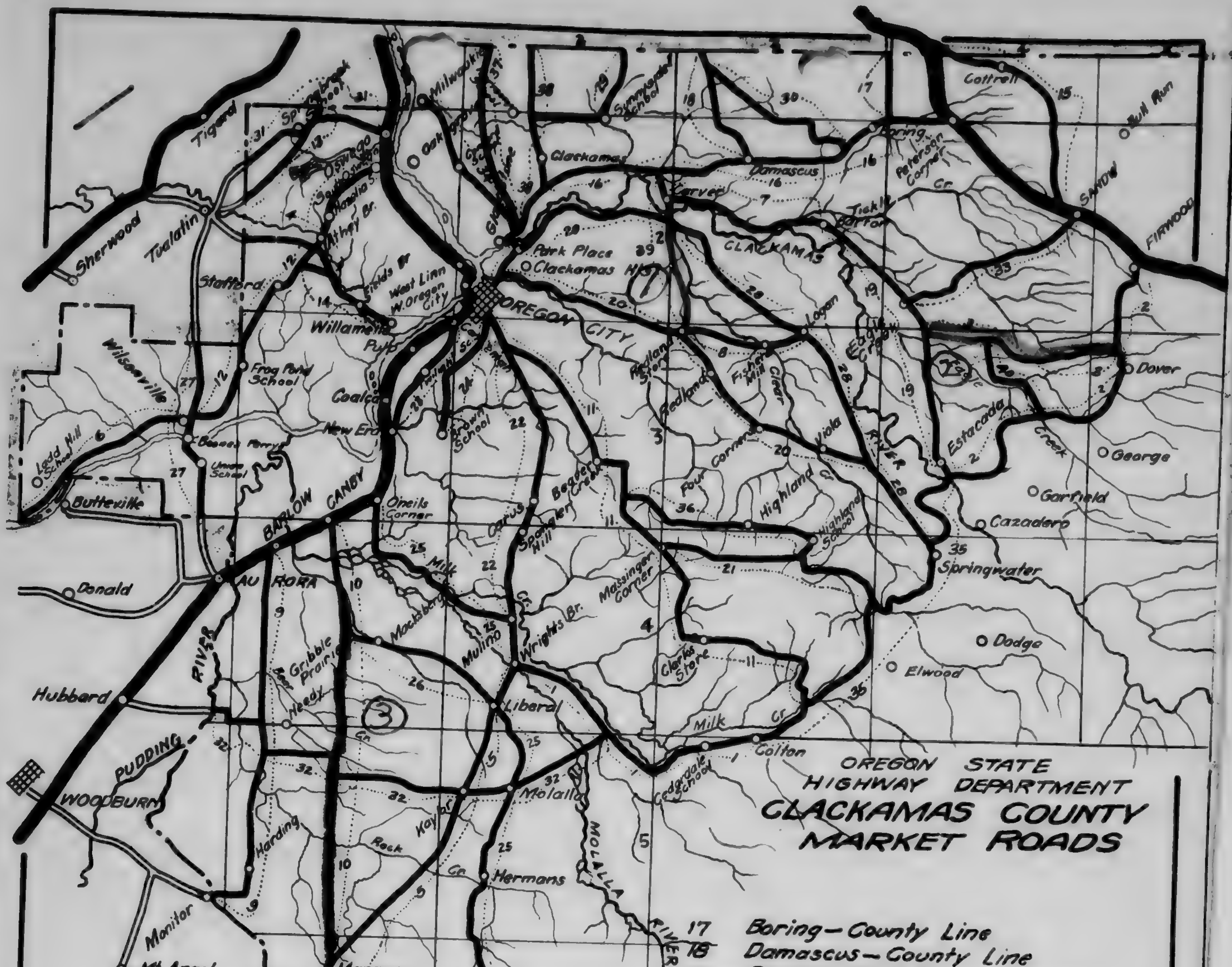
Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.



OREGON STATE
HIGHWAY DEPARTMENT

CLACKAMAS COUNTY MARKET ROADS

1 Swede Stump-Meadowbrook (Wrights Bridge-Colton)
2 Estacada-Firwood
3 Eagle Creek-Dover
4 Borland Road
5 Silverton Road (Liberal-Marquam)
6 Wilsonville-Ladd Hill
7 Barton-Carver
8 Redland Store-Fisher Mill-Logan
9 Monitor-Barlow
10 Marquam-Canby
11 Oregon City-Clarks
12 Oswego-Wilsonville
13 County Line-Lake View Villa (Lower Boones Ferry)
14 Willamette-Teldeman Hill
15 Sandy-Pleasant Home (Bluff Road)
16 Rock Creek Bridge-Mt. Hood Loop
17 Boring-County Line
18 Damascus-County Line
19 Barton-Eagle Creek-Estacada
20 Oregon City-Viola (Abernathy)
21 Myers-Beeson
22 Oregon City-Mulino
23 South End Road (Oregon City-New Era)
24 Oregon City-Browns School
25 O'Neills Corner-Molalla-Wilhoit
26 Gribble Prairie-Macksburg-Liberal
27 Boones Ferry-County Line
28 Parkplace-Springwater
29 Happy Valley-County Line
30 Boring-Sycamore
31 Oswego-County Line (Upper Boones Ferry)
32 Molalla-Hubbard
33 Sandy-Eagle Creek
34 Oatfield Road
35 Estacada-Colton
36 Lower Highland Road
37 Webster
38 82nd Street Road
39 Rock Creek Bridge to Redland Store
40 Eagle Creek Falls Road

OFFICE OF COUNTY ENGINEER
Clackamas County

C
O
P
Y

Oregon City, Oregon
December 20, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Oscar Cutler

Gentlemen:

This office has been instructed by the County Court to inform you in response to an inquiry by Mr. Cutler regarding the 1939 road oiling program, with Government funds, in this county.

The Court's request is that Market Road #3 be oiled from the Eagle Creek Grange Hall east to Market Road #40, and that the balance of the money be applied to Market Road #10 from Goods Bridge south.

A sketch for your convenience is enclosed.

Yours truly,

(sgd) R. S. Milln
Asst. County Engineer

RSM:eh

Encl.

CONTRACT# [redacted] 2165

FA 172-A(1) Bunker Hill Sec., Oregon 1939
Coast Hwy.
2165

RECEIVED
JUN 26 1940
FOR FILING

1 - B - 1

June 25, 1940

Mr. Theodore Arens
General Contractor
10509 N. E. Sandy Blvd.
Portland, Oregon

Dear Sir:

Responding to your request of June 19 I am inclosing for your information a copy of the final estimate in connection with Contract No. 2165 awarded to Roy L. Houck for the construction of the Bunker Hill Section of the Oregon Coast Highway, in Coos County.

For your further information wish to say that this job was completed by Mr. Houck on November 28, 1939, and was accepted by the State Highway Commission on December 20, 1939. The surety on the bond furnished by Mr. Houck in connection with this job is the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland.

For your guidance in filing the claim I am inclosing a mimeographed copy of Chapter 517, Oregon Laws, 1939. You will note that the claim should be filed with the Secretary of State.

In accordance with our usual practice, I am today bringing your claim to the attention of the bonding company and the contractor.

Very truly yours,

H.G. DeSart

HBG:AM Secretary

REFERRED TO
DeSart
BY SECRETARY

record on card

June 25, 1940

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

The State Highway Commission has been advised by Theodore Arens of his claim against Roy L. Houck for failure to pay subcontractor percentages due from semi-final or final payments. This claim is against Mr. Houck's contract with the State Highway Commission, No. 2165, for construction of the Bunker Hill Section of the Oregon Coast Highway, in Coos County.

This information is being forwarded to you inasmuch as you appear surety on the bond furnished by Mr. Houck in connection with the above-mentioned contract.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Roy L. Houck
U. S. National Bank Bldg.
Salem, Oregon

[illegible] 4785 [illegible] 3/[illegible]

[illegible] 3,4 [illegible]

10.

Mr. R. H. Baldock, State Highway Engineer,
Salem, Oregon.
Dear Sir:

In re- State Highway Contract No. 2165, Bunker Hill Section, Coos County, Oregon and sub-contract in connection therewith under date of April 21, 1939, between R. L. Houck and Theodore Arenz for the furnishing of labor and materials on items 20 to 29 inclusive and items 32-33-34-37-38-39-40-41-42-47.

Under the terms of subcontract, the contractor agrees to pay sub-contractor at the same time and in the same proportion as he receives pay from the State Highway Commission.

Mr. Houck has failed to pay sub-contractor percentage due from semi-final or final and the amount owing is $2713.36. This amount may vary slightly with changes in the final made by Salem office since I have had figures in March.

X Kindly send me copy of final estimate so I may check figures; also if you have special form for filing claims or special requirements would like to be advised.

On receipt of copy of final I wish to file formal claim.

Yours very truly,

THEODORE ARENZ
Theodore Arenz

12/27/39

[illegible] paid? [illegible]

Amt?

[illegible]

[illegible]

May 24

NITY 6862

Arenz

ntractor

BOULEVARD

regon

19, 1940.

Mr. R. H. Baldock, State Highway Engineer,
Salem, Oregon.

Dear Sir:

In re- State Highway Contract No. 2165, Bunker Hill Section, Coos County, Oregon and sub-contract in connection therewith under date of April 21, 1939, between R. L. Houck and Theodore Arenz for the furnishing of labor and materials on items 20 to 29 inclusive and items 32-33-34-37-38-39-40-41-42-47.

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X Kindly send me copy of final estimate so I may check figures; also if you have special form for filing claims or special requirements would like to be advised.

On receipt of copy of final I wish to file formal claim.

Yours very truly,

THEODORE ARENZ

Theodore Arenz

TELEPHONE TRINITY 8662

Theodore Arenz
General Contractor
10808 N. E. SANDY BOULEVARD
Portland, Oregon

June19, 1940.

Mr. R. H. Baldock, State Highway Engineer,
Salem, Oregon.
Dear Sir:

In re- State Highway Contract No. 2165, Bunker Hill Section, Coos County, Oregon and sub-contract in connection therewith under date of April 21, 1939, between R. L. Houck and Theodore Arens for the furnishing of labor and materials on items 20 to 29 inclusive and items 32-33-34-37-38-39-40-41-42-47.

Under the terms of subcontract, the contractor agrees to pay sub-contractor at the same time and in the same proportion as he receives pay from the State Highway Commission.

Mr. Houck has failed to pay sub-contractor percentage due from semi-final or final and the amount owing is $2713.36. This amount may vary slightly with changes in the final made by Salem office since I have had figures in March.

X Kindly send me copy of final estimate so I may check figures; also if you have special form for filing claims or special requirements would like to be advised.

On receipt of copy of final I wish to file formal claim.

Yours very truly,

THEODORE ARENZ
Theodore Arenz

RECEIVED
JUN 11 1940
FOR FILING

172-A-1

June 10, 1940

Mr. Theodore Arens
10509 N. E. Sandy Blvd.
Portland, Oregon

Dear Sir:

In answer to your letter of June 6, Mr. R. L. Houck has received final payment on the Bunker Hill Section, Contract No. 2165.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by Roy Alvick/ER

Hester or Alvick

TELEPHONE TRINITY 8882

Theodore Arenz
General Contractor
10808 N. E. SANDY BOULEVARD
Portland, Oregon

June 6, 1940.

Mr. S. H. Probert, Office Engineer,
Salem, Oregon.
Dear Sir:

Kindly advise whether or not R. L. Houck has had final payment on Bunker Hill Section, Contract No. 2165.

Yours very truly,

THEODORE ARENZ,
Theo. Arenz

May 2d

RECEIVED
MAY 10 1940

173-4-1

May 9, 1940

Mr. Theodore Arens
10509 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

We have your letter of March 8, regarding the R. L. Houck contract, Bunker Hill Section, Contract No. 2165.

The semi-final payment has been made on this contract and the final estimate voucher is now out for signature by the contractor.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

TELEPHONE TRINITY 8862

Theodore Arenz
General Contractor
10808 N. E. SANDY BOULEVARD
Portland, Oregon

May 8, 1940.

Mr. S. H. Probert, Office Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Kindly advise whether or not Mr. R. L. Houck has received final or semi-final estimate on the following job:

Bunker Hill Section - Contract No. 2165

Yours very truly,

THEODORE ARENZ

Theodore Arenz

17-A-1

May 7, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2165, for the construction of the Bunker Hill Section of the Oregon Coast Highway in Coos County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after May 17, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $116,286.58, including the final payment. Of this amount $2,018.65 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—6M—10-37

REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 9, 1940, 193

Section Bunker Hill

Kind of work 1.16 Mi. Grading; 0.88 Mi. Paving

Highway Oregon Coast

Section prefix 6-1017

Contractor Roy L. Houck

Contract number 2165

Date of contract April 6, 1939

Date of completion November 30, 1939

Date work started May 22, 1939

Estimated date of completion ---, 193

Amount of contract $ 108,466.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 121,900.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8,850.00, 7 %

Date project was completed November 28, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

ENGINEERING

NOTED
RAY WEBBER

Party completed setting pins and posts on right of way line.

NOTED
H. W. LIBBY

Supplementary Report

Set pin and post on R/W line, north side of Coos River above ferry landing, Coos River Highway, for the purpose of moving house off right of way.

Completed setting R/W pins and posts on the Charleston-Sunset Bay Section.

Retraced centerline through the City of Bandon and made up map for proposed channel change for Mr. Gardiner, right of way agent.

PERSONNEL

W. B. Merrill, O. E. Smith, D. E. Hardcastle, and self, moved to Eugene this week end. All of party will be on vacation leave the following two weeks.

RECEIVED
MAR 11 1940
OFFICE OF

Signed

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2165

172-A-1

March 8, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2165, Bunker Hill Section of the Oregon Coast Highway in Coos County. This payment will be made on or after March 16, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

172-A-1

February 15th, 1940

FINAL COST ANALYSIS
Bunker Hill Section
Oregon Coast Highway in Coos County
Contract 2165 Prefix 6-1017
Roy L. Houck, Contractor F. E. Unphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$900.26	100%			$1,000.00
Trench Excavation	1,856.68	2,153 cu. yd.	0.862	1.00	2,153.00
Single Class Excavation	21,876.45	151,000 " "	0.145	0.18	27,180.00
Overhaul	1,164.89	66,000 yd. sta.	0.018	0.01	660.00
Truck Haul	8,537.35	57,000 yd. mi.	0.150	0.10	5,700.00
Finishing Roadbed & Slopes	382.60	1.16 Mi.	329.83	300.00	348.00
Rounding Cutbanks	315.17	3,500 lin. ft.	0.090	0.08	280.00
Removing Old Pavement	2,698.03	6,359.1 sq. yd.	0.424	0.30	1,907.73
Slope Paving	122.27	100 sq. yd.	1.223	2.00	200.00
12" Sewer Pipe	234.72	279 lin. ft.	0.841	1.00	279.00
18" " "	542.14	357 " "	1.519	2.00	714.00
Special Sections of 12" Sewer Pipe	5.04	1	5.040	4.00	4.00
Special Sections of 18" Sewer Pipe	5.29	1	5.290	4.00	4.00
9" Perf. Corr. Iron Pipe	1,965.91	2,005 lin. ft.	0.981	0.90	1,804.50
12" Corr. Iron Pipe	28.37	24 " "	1.182	1.00	24.00
24" " " "	367.42	138 " "	2.663	2.30	317.40
12" Concrete Pipe	1,243.75	1,301 " "	0.956	1.00	1,301.00
18" " "	556.15	315 " "	1.766	2.25	708.75
Salvaging Culvert Pipe	166.75	282 " "	0.591	0.50	141.00
Concrete Catch Basins	80.00	4	20.00	20.00	80.00
" " Inlets	280.00	14	20.00	20.00	280.00
" Manholes	400.00	4	100.00	100.00	400.00
" Curbs & Gutters	3,708.73	173 cu. yd.	21.44	20.00	3,460.00
" Walks	129.41	74 sq. yd.	1.749	1.75	129.50

Final Cost Analysis
Contract 2165

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Driveway Aprons	$474.07	200.13 sq. yd.	2.369	2.25	$450.29
Fog Posts	117.50	50	2.350	2.00	100.00
1" Electrical Conduit	187.20	936 lin. ft.	0.20	0.20	187.20
Constructing Curb Recesses	100.00	All			100.00
Concrete Light Pedestals	80.00	8	10.00	10.00	80.00
3"-0 Material in Subbase	17,030.72	8,732.5 cu. yd.	1.950	1.85	16,155.13
1½"-0 " " Base	980.30	433.5 " "	2.261	2.00	867.00
3/4"-0 " " Shldrs.	2,450.75	1,042.5 " "	2.351	2.50	2,606.25
3/4"-0 " " Cushion Course	476.25	190.5 " "	2.50	2.50	476.25
1/4"-0 Material in Cushion Course	487.50	187.5 " "	2.60	2.50	468.75
Portland Cement Concrete Pavement	34,276.88	17,345.67 sq. yd.	1.976	2.05	35,553.62
3/4" Expansion Joints	374.36	1,871.8 lin. ft.	0.20	0.20	374.36
1/2" " "	105.98	706.5 " "	0.15	0.15	105.98
Contraction Joints	255.45	8,514.9 " "	0.03	0.03	255.45
Dowels	1,549.80	8,304	0.187	0.14	1,162.56
Tie Bars	684.30	9,557.32 lbs.	0.072	0.06	573.44
Mineral Aggregate in Place	345.00	92.5 cu. yd.	3.730	4.00	370.00
SC-6 Road Oil in Place	328.15	9.912 Ton	33.11	46.00	455.95
Class "A" Asphaltic Concrete	2,038.82	283 "	7.20	7.00	1,981.00
Cutback Asphalt Wearing Surf.	809.03	115 "	7.04	6.00	690.00
Provision for Traffic	849.40	100%			1,000.00
PA #1, 18" Corr. Iron Pipe	629.66	354 lin. ft.	1.779	1.65	584.10
PA #2, Rock Backfill in Drains	487.07	211 cu. yd.	2.304	2.50	527.50
PA #3, Cement Adjust. Favorof State		496.709 Bbl.	2.76		- 1,370.92
Force Account	1,362.20				2,018.63
	$114,547.78				$114,853.42

Final Cost Analysis
Contract 2165

Gross Revenue	$114,853.42
Total Cost	114,547.78
Net Profit	$305.64

Net Profit Equals 0.27% of the Gross Revenue

Contract 2165
Details of Cost

Labor:

Supervision		$1,401.78	
Labor		18,975.78	
State Industrial Accident	6½% of P/R	1,324.54	
Unemployment Compensation	3% of P/R	611.33	
Old Age Benefit	1% of P/R	203.78	
			$22,517.21

Materials:

12" Sewer Pipe	279	lin. ft.	at	$0.41	$114.39	
18" " "	357	" "	"	0.84	299.88	
Special Section 12" Sewer Pipe	1		"	1.50	1.50	
" " 18" "	1		"	1.75	1.75	
9" Perf. Corr. Iron Pipe	2,005	lin. ft.	"	0.67	1,343.35	
9" " " " Bands	95		"	1.13	107.35	
9" " " " Elbows					23.82	
12" Corr. Iron Pipe	24	lin. ft.	"	0.80	19.20	
12" " " Bands	2		"	1.20	2.40	
18" " " Pipe	354	lin. ft.	"	1.27	449.58	
18" " " Bands	14		"	1.86	26.04	
24" " " Pipe	138	lin. ft.	"	1.79	246.92	
24" " " Bands	6		"	2.16	12.96	
12" Concrete Pipe	1,301	lin. ft.	"	0.52	676.52	
18" " "	315	" "	"	1.15	362.25	
Cement	5,200.5	Bbl.	"	2.57	13,365.29	
Concrete Aggregate	4,675	cu. yd.	"	2.00	9,350.00	
Fog Posts	50		"	1.00	50.00	
3"-0 Gravel For Subbase	8,732.5	cu. yd.	"	1.50	13,098.75	
1¼"-0 Cr. Gravel for Base	433.5	" "	"	1.80	780.30	
3/4"-0 Cr. Gravel for Shoulders	1,042.5	" "	"	1.90	1,980.75	
3/4"-0 Cr. Gravel for Cushion	190.5	" "	"	1.90	361.95	
¼"-0 Cr. Gravel for Cushion	187.5	" "	"	2.00	375.00	
Cr. Gravel for Min. Agg.	92.5	" "	"	2.00	185.00	
Gravel for Rock Backfill	211	" "	"	1.50	316.50	
Dowels	8,304		"	0.1308	1,086.16	
Dowel Sleeves	1,384		"	0.0350	48.44	
Tie Bars	9,557.32	Lbs.	"	0.0416	397.58	
						45,083.63

Miscellaneous:

Equipment Rental (Incl. Repairs)	$15,243.56
Gas, Oil and Grease	4,676.32
Move In	942.57
Small Tool & Miscellaneous Expense	2,627.16
Overhead Expense	153.03
Home Office Expense	2,324.48

Details of Cost (Cont'd)
Contract 2165

Miscellaneous (Cont'd):

Bond	$1,162.24	
Sub Contract - Theodore Arenz	19,165.51	
Sub-Contract - Acme Roofing Co.	652.07	
		$46,946.94
Total Cost		$114,547.78

Work Sub-Contracted by Theodore Arenz
Contract 2165

Final Cost Analysis

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Concrete Catch Basins	$96.62	4	$24.16	$20.00	$80.00
" " Inlets	317.46	14	22.68	20.00	280.00
" Manholes	398.94	4	99.74	100.00	400.00
" Curbs & Gutters	2,323.89	173 cu. yd.	13.43	14.80	2,560.40
" Walks	67.83	74 sq. yd.	0.92	1.00	74.00
" Driveway Aprons	207.09	200.13 sq. yd.	1.03	1.15	230.15
1" Electrical Conduit	187.20	936 lin. ft.	0.20	0.20	187.20
Construct Curb Recesses	152.45	100%			100.00
Concrete Light Pedestals	158.77	8	19.85	10.00	80.00
3/4"-0 Material in Cushion	161.56	190.5 cu. yd.	0.85	0.60	114.30
¼"-0 " " "	200.75	187.5 " "	1.07	0.60	112.50
Portland Cement Concrete Pavement	11,427.17	17,345.67 sq. yd.	0.66	0.75	13,009.25
3/4" Expansion Joints	290.54	1,871.8 lin. ft.	0.155	0.20	374.36
1/2" " "	81.60	706.5 " "	0.116	0.15	105.98
Contraction Joints	260.22	8,514.9 " "	0.031	0.03	255.45
Dowels	229.15	8,304	0.028	0.05	415.20
Tie Bars	253.73	9,557.32 Lbs.	0.027	0.03	286.72
Provision for Traffic	433.20	100%			500.00
	$17,248.37				$19,165.51

Gross Revenue	$19,165.51
Total Cost	17,248.39
Net Profit	$1,916.64

Net Profit Equals 10.0% of the Gross Revenue

Work Sub-Contracted by Theodore Arenz
Contract 2165

Details of Cost

Labor:

Supervision		$688.20	
Labor		7,579.02	
State Industrial Accident	6½% of P/R	537.37	
Unemployment Compensation	3% of P/R	248.02	
Old Age Benefit	1% of P/R	82.67	
			$9,135.28

Materials:

3/4" Expansion Joints	1,871.8 lin. ft. at .1238	$231.73	
1/2" " "	706.5 " " " .0885	62.53	
Contraction Joints	8,514.9 " " " .0185	157.53	
			451.79

Miscellaneous:

Equipment Rental (Incl. Repairs)	$3,553.10	
Gas, Oil and Grease	1,129.90	
Cement for Structures	48.20	
Aggregate for Structures	30.00	
Grates, Rings and Steps for Structures	210.00	
Material for Constructing Curb Recesses	50.00	
Move In and Set Up	685.00	
Form Lumber	475.00	
Rental on Curing Mats 4,880 sq. yd. at $0.03	146.40	
" " 2" Water Pipe 3,800 ft. at $0.04	152.00	
Water	40.00	
Misc. Supplies and Overhead Expense	575.00	
Home Office Expense	380.00	
1" Electrical Conduit in Place 936 lin. ft. at $0.20	187.20	
		7,661.80
Total Cost		$17,248.87

Cost Analysis
Portland Cement Concrete Pavement

Sub-Contracted to Theodore Arenz

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Forms	$2,404.34	17,345.67 sq. yd.	0.1386		
Batching	1,764.49	" " "	0.1017		
Batch Trucks	1,089.80	" " "	0.0628		
Mixing	1,497.40	" " "	0.0863		
Spreading	534.30	" " "	0.0308		
Finishing	1,802.77	" " "	0.1039		
Curing	485.96	" " "	0.0280		
Water and Pipe	475.70	" " "	0.0274		
Supervision & Overhead	1,372.41	" " "	0.0791		
	$11,427.17	17,345.67 sq. yd.	0.6586	0.75	$13,009.25

Materials by Roy L. Houck

Cement (1.12 Sk. per sq. yd.)	12,487.63	17,345.67 sq. yd.	0.7199
Concrete Aggregate (.253 cu. yd. per sq. yd.)	8,780.00	" " "	0.5062
	$21,267.63	17,345.67 sq. yd.	1.2261
Combined Cost	**$32,694.80**	**17,345.67 sq. yd.**	**1.8849**

Work Sub-Contracted by Theodore Arenz
Contract 2165

REMARKS:

The sub-contractor moved onto the job and started to work on July 21st, 1939, and constructed some of the concrete structures. Grading work was not completed as soon as planned, and the sub-contractor had to hold up operations from July 29th to August 20th, when he resumed the construction of concrete structured and prepared for paving. These structures including basins, inlets, manholes, and light pedestals were bid too low to permit any profit.

Paving operations got under way on August 27th; the first pavement was laid August 31st and completed October 13th. Paving highway, driveway aprons, walks and curbs and gutters required 130 hours. 17,345 sq. yds. of highway pavement were laid in 107 hours at a rate of 162 sq. yds. per hour. Cement was delivered in sacks by railroad to Marshfield and was loaded by hand into batch trucks from the cars. Concrete aggregate was delivered to the batching site in railroad cars, was transfered to the batcher by a 1-yard clamshell shovel. The average haul for batch trucks was about ¾-mile. A 6-sack Smith mixer and an Ord finishing machine mixer and finished the concrete. Curing was done with cotton mats and water for mixing and curing was piped from city mains.

This job presented numerous difficulties. Delay in finishing the roadbed grade made the start of paving three weeks later than planned, and some bad weather interfered with operations. Intersections and extra width pavement increased the cost of paving. In spite of these difficulties, good supervision and competent men did the job with a fair profit to the sub-contractor.

Contract 2165

REMARKS:

This is a Regular Federal Aid Project and consists of construction of 1.16 miles of highway roadbed, 7,500 cu. yds. of gravel subbase, 1,650 cu. yds. of crushed gravel base and cushion, 13,400 sq. yds. of Portland Cement Concrete pavement, 420 tons of asphaltic concrete pavement, 3,800 sq. yds. of oil mat wearing surface, sewers, drains, curbs, gutters, driveways, footpaths and other incidental work. The contract was bid and awarded April 6th, 1939; work was started May 22nd and finished November 28th, 1939.

Clearing and grubbing, being in city area, consisted principally of removing small buildings, a wooden box culvert and debris.

Single class excavation was almost entirely common material composed of sandy clay. Three D-8 cats with 12-yard Carryalls and a dozer operating 3,870 hours and a 3/4-yard and a 1-yard shovel operating a total of 290 hours moved 151,000 cu. yds. of excavation material. Material was moved at an average of 35 cu. yds. per equipment hour. Wet cuts slowed the work to some extent, but most of the wet material was handled by cats and carryalls.

Old pavement was broken up by a 1-yard shovel, and the material was loaded into trucks which hauled part of the material to Station 66 where it was cumped to stabilize a fill, the balance being placed in stockpile from which it was later moved to Station 39 and used for slope paving.

Concrete structures, cushion courses and concrete paving work was subcontracted to Theodore Arenz.

The grade and placing of mineral aggregate for oiled footpaths was done by the contractor. The oiling of footpaths was sub-contracted to the Acme Roofing Co. at $30.00 per ton of SC-6.

Class "A" asphaltic concrete and cutback asphalt wearing surface were sub-contracted to the Acme Roofing Co. at $7.00 per ton. Paving asphalt for these operations cost $21.70 per ton and 20.47 tons were required to construct 285 tons of Class "A" and 115 tons of wearing surface.

The weight of the fill at Station 66 pushed up an adjacent railroad and forced it out of alignment. A force account was secured to correct this condition by removing the material between the toe of the fill and the railroad track and adding pieces removed from the old pavement to act as a stabilizer.

A slide occurred at Station 55, and a deep drainage ditch was dug and backfilled with cordwood to correct the slide condition. This work was also done on force account.

This was a difficult job and was bid close to cost. Competent supervision and operators accomplished the project with a very small profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
JAN 17
FCP

172-A-1

January 16, 1940

Murphy & Skipworth
First National Bank Bldg.
Marshfield, Oregon

Attention: Herbert S. Murphy

Gentlemen:

This acknowledges receipt of your letter of January 13 advising us of the claim of the Port Orford Cedar Company against Roy L. Houck, state highway contractor, same being the company's claim in the amount of $48 for 50 white cedar posts furnished Mr. Houck in connection with his contract with the State Highway Commission for grading and paving the Bunker Hill Section of the Oregon Coast Highway, in Coos County, being state highway contract No. 2165.

I wish also to acknowledge your letter of January 15, received in this morning's mail, stating that the claim has now been paid, and in view thereof will disregard the first letter.

Very truly yours,

HBG:AM

Secretary

HERBERT S. MURPHY
M. W. SKIPWORTH

LAW OFFICES OF
MURPHY AND SKIPWORTH
FIRST NATIONAL BANK BUILDING
MARSHFIELD, OREGON

January 15, 1940

Oregon State Highway Commission

Salem, Oregon

Dear Sirs:- Re: Port Orford Cedar Company vs. Houck

We are advised today by the Port Orford Cedar Company that Mr. Houck has paid the account referred to in our letter to you of the 13th inst.

Yours very truly,

MURPHY & SKIPWORTH

BY

HSM:AJ

ACKNOWLEDGED
H. B. GLAISYER

HERBERT S. MURPHY
M. W. SKIPWORTH

LAW OFFICES OF
MURPHY AND SKIPWORTH
FIRST NATIONAL BANK BUILDING
MARSHFIELD, OREGON

January 13, 1940

JAN 15

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:- Re: Port Orford Cedar Company claim

During the construction of the new highway through Bunker Hill near Marshfield, the Port Orford Cedar Company furnished to the contractor 50 White Cedar posts which were used in the construction work.

The company has endeavored without success to collect the sum of $48.00 for these posts from the contractor, whom they understood to be Houck Construction Company. Bills and letters sent to that company remain unanswered, however, and we have been informed that the contractor is Roy Houck.

Will you please give us the name of your contractor for this work and advise us what provisions were made for the protection of concerns furnishing materials for this job?

Yours truly,

MURPHY & SKIPWORTH

BY

HSM:AJ

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 15 1940
FOR FILES

172-A-1

Salem, Oregon
January 13, 1940

Culvert pipe installed for
property owners, Bunker
Hill Section.

Mr. K. D. Lytle
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

As the sale of materials to, and the performance of work for, others than governmental departments is contrary to the policy of the Highway Commission, the checks sent in by you with your letter of January 6th, are being returned herewith.

You will recall that the checks were submitted in payment for special sections of sewer pipe installed for property owners adjacent to the Bunker Hill Project (Contract No. 2165). The checks were two in number, one drawn in your favor by Mrs. E. H. Buckner in the amount of $4.00, and the other drawn in your favor by E. E. Umphlette in the amount of $4.00.

The checks should be returned to the persons by whom they were issued, with instructions to make payment direct to the contractor. The quantities of pipe involved should, of course, be omitted from the final estimate to the contractor.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

cc H. G. Smith
E. E. Umphlette

Encl.

Form E-30—Revised—25M—9-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 6, 1940

Subject:

Bunker Hill Job.

To:

S. H. Probert

Dear Sir:

During the construction of the Bunker Hill Section of the Oregon Coast Highway, there were ordered two special sections of sewer pipe, for use of property owners adjacent to the highway, for which the property owners were to pay.

Please find attached two checks for $4.00 each, covering payment for this pipe. This amount should be credited to the Bunker Hill Section. The contractor's estimate will show the pipe actually installed.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDLG

encs - 2 checks

cc: Umphlette

FA 172-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 5, 1939

DEC 6 - 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAP 172-A (1), Bunker Hill Section ________, was made by a representative of this office on November 28, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

Tm

RECEIVED
AUG 23 1939

FP 112-A-1

August 22, 1939.

Mr. F. A. Osborn
5215 - 15th Avenue, N. E.,
Seattle, Washington

NOTED
C B McCullough

Dear Sir:

Receipt is acknowledged of your letter of Autust 17, in which letter you report damage done to your car while traversing the section of highway now under contract to Mr. Roy L. Houck at Bunker Hill, Oregon.

The state is without authority to pay damage claims such as you mention, but, for your information, we quote herein the clause from the general provisions of the contract under which Mr. Houck is held responsible.

> "The contractor shall indemnify and save harmless the State, State Highway Commission, State Highway Engineer, and all employes of the State Highway Commission from all suits or actions of every name and description brought for or on account of any damage, injury, loss, expense, inconvenience or delay, received or sustained by any person or persons, which damage, injury, loss, expense, inconvenience or delay may have been caused by or may have resulted from the carrying out of the work to be done under the contract, or from any act, omission, or neglect of the contractor, his subcontracters or his employes."

If it is your desire to submit a claim for the damage sustained to your car, it will therefore be necessary for you to look to the contractor, whose address is 212 U. S. National Bank Building, Salem, Oregon.

We regret our inability to be of further assistance to you.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

ap/

Crescent City Aug 17.

AUG 22 19

Highway Department
Salem Oregon.

On Aug 17, a truck, No 30, backed into my car and did some damage to left rear fender. The truck, which I was following turned on the road to the left and stopped. The rear end was at least 8 ft from the car. I started to continue on the right, when with no signal the driver backed into my car.

Driver H R Hytinen, Contractor Roy Houck, on Bunker Hill Highway Project.

Very truly yours
F A Osborn
5215-15th NE
Seattle

2165
Bunker Hill

RECEIVED
1939

FP 17-8-1

August 8, 1939.

NOTED
State Highway Engineer

Mr. R. L. King
Superintendent
Southern Pacific Company
Portland, Oregon

Dear Sir:

Under date of July 31, your Mr. R. D. Serrels, Roadmaster at Marshfield, transmitted the attached communication to our Division Engineer, K. D. Lytle, at Roseburg. This communication has reference to the movement of the railroad track at Bunker Hill, caused by the pressure of the new highway fill above the track.

Please be advised that inasmuch as the Railroad Company is aware of the condition affecting train movements, we will expect you to take all necessary safeguard to prevent derailment, and we will not assume this responsibility. We will, however, reimburse you for the expense of maintenance work necessary to protect your trains from accidents; and as soon as the ground movement has ceased, we will reimburse you for the cost that you incur in the restoration of your track to its former condition.

Very truly yours,

State Highway Engineer

RHB:AP

9-6-6A

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 2, 1939

RECEIVED
AUG 3 - 1939
STATE HIGHWAY COMMISSION

From: K. D. Lytle

To: H. G. Smith
Construction Engineer

Subject: Railroad Track at Bunker Hill

Dear Sir:

I am sending, herewith, copy of a letter from R. S. Sorrels, Roadmaster, S. P. Company, Marshfield, relative to the expense they have been put to by reason of the settlement of our fill.

It is recommended that your office write Mr. King, as requested, advising him we will pay for the damage caused by our construction.

We have a State Force Order covering this work but as the moving has been so much more than we anticipated, the Order will not be sufficient to cover all of the expense.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

enc
KDL:G

cc: R. D. Sorrels

RECEIVED
AUG 3 1939

SOUTHERN PACIFIC COMPANY

Marshfield, Oregon
July 31, 1939

File 213-5

Mr. K. D. Lytle, Divn. Engr.,
Oregon State Highway Department,
Roseburg, Oregon

Dear Sir,

In regard to movement in railroad track at Bunker Hill near Marshfield, caused by pressure of new Highway 101 relocation fill above track.

As you know, in connection with this movement in our track and grade, we have found it necessary to do considerable extra maintenance work in order to keep this track open for traffic. Also, to protect our trains against accidents thru settlement and misalignment of track, and while contractor's equipment is working along the track, we have had to maintain flagmen or watchmen.

We have gone ahead with what work we have been obliged to do to maintain safe operation of our track with the understanding that we would be reimbursed for such costs by the State since our difficulties there were directly caused by the construction of the new highway grade, cost of restoring our track to as good as its former condition and extra maintenance over a reasonable period of time, of course would be included. This in line with understanding with you, Mr. VanScoy and Mr. Umphlette on July 20th.

As a matter of record will you kindly have your office at Salem verify this understanding by letter to Mr. E. L. Kind, Superintendent, Southern Pacific Company, at Portland?

Very truly yours,

R. D. Sorrels, Roadmaster,
Southern Pacific Company,
Marshfield, Oregon

COPY

RECEIVED
JUN 29 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

June 28, 1939

Oregon FAP 172-A (1),
Bunker Hill Section
of the Oregon Coast Highway

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Highway Engineer

Encls.

Jon

A4pe-39140

Form P. R. 2

State Oregon

Federal Aid Project No. 172-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 26th day of May, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 14th day of October, 1931, a project statement, which was approved by the Secretary on the 30th day of November, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 18th day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy thousand, eighty and 00/100 dollars ($70,080.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 88, laws 1931. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 23+56 near the intersection of South Broadway and Johnson Avenue, Marshfield, and survey station 85+50 in the NW 1/4 of Section 1, T. 26 S., R. 13 W., W. M. (excepting therefrom that portion between survey stations 34+67.5 and 39+01.5)

, length 1.090 miles, in Coos County, being Section A(1) of Oregon Federal Aid project No. 172, consisting of 1.090 miles of roadway and no bridges, each of more than 20 feet clear span.

~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of seventy thousand, eighty and 00/100 dollars ($70,080.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixteen thousand, seven hundred eighty-seven and 00/100 dollars ($116,787.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927; Chapter 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the JUN 9 1939 day of ______, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ______

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 172-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 116,787.00 as the total estimated cost of said project, and the sum of $ 70,080.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUN 9 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By R. E. Boykin
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 23 1939
STATE HIGHWAY COMMISSION

May 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Project 172-A (1), Bunker Hill Section of the Oregon Coast Highway.

Since Federal funds for financing this project are to come from the 1938 Federal Aid apportionment and will lapse unless this agreement is completely executed by June 30, 1939, please do not delay.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
MAY 18 1939
FOR FILING

172-A-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bunker Hill Section, Project No. FA 172-A (1).

Reference is made to your inquiry concerning the grading work to be done on certain city lots, as mentioned on page 6 of the special provisions. These particular lots were purchased by the State in securing the right of way for the project, it being necessary to buy the complete lots, although only portions of them were necessary for the required right of way. The primary reason for the excavation work to be done on them was to secure additional materials necessary to complete the embankments within the project limits. Accordingly, it would seem the work is eligible for federal aid, and we have included the quantities in the participating work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 172-A(1)

BUNKER HILL SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 8, 1939

WORK WITHIN CITY OF MARSHFIELD

Grading (Sta. 23+56 to 34+67.5)

All Required		Clearing and Grubbing	$ - -	$ 181.00
30,000	yd. mi.	Truck Haul	.10	3,000.00
0.21	mile	Finishing Roadbed and Slopes	300.00	63.00
200	sq. yds.	Slope Paving	2.00	400.00
All Required		Provision for Traffic		181.00
		Subtotal		$ 3,825
		10% Engr. & Cont.		382
		Total		$ 4,207

Length 0.210 mile
Cost per mile $ 20,033

WORK OUTSIDE CITY

Grading (Sta. 39+01.5 to 42+60.8)

All Required		Clearing and Grubbing	$ - -	$ 59.00
40	cu. yds.	Trench Excavation	1.00	40.00
20,000	yd. sta.	Overhaul	.01	200.00
21,000	yd. mi.	Truck Haul	.10	2,100.00
.07	mile	Finishing Roadbed and Slopes	300.00	21.00
800	sq. yds.	Removal of Old Paving	.30	240.00
500	sq. yds.	Slope Paving	2.00	1,000.00
60	lin. ft.	18" Concrete Pipe	2.25	135.00
300	cu. yds.	3" - 0" Material in Subbase	1.85	555.00
100	cu. yds.	1½" - 0" Material in Base	2.00	200.00
30	cu. yds.	3/4" - 0" Material in Shoulders	2.50	75.00
10	cu. yds.	Filler	.40	4.00
10	yd. mi.	Hauling Filler	.10	1.00
30	cu. yds.	Mineral Aggregate in Place	4.00	120.00
3	tons	SC-6 Road Oil in Place	46.00	138.00
All Required		Provision for Traffic		59.00
		Subtotal		$ 4,947
		10% Engr. & Cont.		494
		Total		$ 5,441

Length	.068 mile
Cost per mile	$ 80,014

60' Portland Cement Concrete Pavement
(Sta. 42+60.8 to 57+70)

All Required		Clearing and Grubbing	$ - -	$ 247.00
500	cu. yds.	Trench Excavation	1.00	500.00
94,000	cu. yds.	Excavation, Single Classif.	.18	16,920.00
43,400	yd. sta.	Overhaul	.01	434.00
0.28	mile	Finishing Roadbed and Slopes	300.00	84.00
1,100	lin. ft.	Rounding Cutbanks	.08	88.00
2,320	sq. yds.	Removal of Old Pavement	.30	696.00
300	lin. ft.	12" Sewer Pipe	1.00	300.00
380	lin. ft.	18" Sewer Pipe	2.00	760.00
5	only	Special Sections of 12" Sewer Pipe	4.00	20.00
5	only	Special Sections of 18" Sewer Pipe	4.00	20.00
450	lin. ft.	9" Perforated Corr. Iron Pipe	.90	405.00
30	lin. ft.	12" Corr. Iron Pipe	1.00	30.00
970	lin. ft.	12" Concrete Pipe	1.00	970.00
180	lin. ft.	18" Concrete Pipe	2.25	405.00
190	lin. ft.	Salvaging Culvert Pipe	.50	95.00
3	only	Concrete Catch Basins	20.00	60.00
10	only	Concrete Catch Inlets	20.00	200.00
4	only	Concrete Manholes	100.00	400.00
180	cu. yds.	Concrete Curbs and Gutters	20.00	3,600.00
80	sq. yds.	Concrete Sidewalks	1.75	140.00
320	sq. yds.	Concrete Driveway Aprons	2.25	720.00
950	lin. ft.	1" Electrical Conduit	.20	190.00
All Required		Constructing Curb Recesses		100.00
8	only	Concrete Light Pedestals	10.00	80.00
3,500	cu. yds.	3" - 0" Material in Subbase	1.85	6,475.00
170	cu. yds.	1½" - 0" Material in Base	2.00	340.00
430	cu. yds.	3/4" - 0" Material in Shoulders	2.50	1,075.00
290	cu. yds.	3/4" - 0" Material in Cushion Course	2.50	725.00
130	cu. yds.	½" - 0" Material in Cushion Course	2.50	325.00
200	cu. yds.	Filler	.40	80.00
200	yd. mi.	Hauling Filler	.10	20.00
11,600	sq. yds.	Portland Cement Concrete Pavement	2.05	23,780.00
1,200	lin. ft.	3/4" Expansion Joints	.20	240.00
850	lin. ft.	½" Expansion Joints	.15	127.50
5,400	lin. ft.	Contraction Joints	.03	162.00
5,600	only	Dowels	.14	784.00
6,500	lbs.	Tie Bars	.06	390.00
30	cu. yds.	Mineral Aggregate in Place	4.00	120.00
3	tons	SC-6 Road Oil in Place	46.00	138.00

180	tons	Class "A" Asphaltic Concrete	$ 7.00	$ 1,260.00
55	tons	Cutback Asphalt Wearing Surface	6.00	330.00
All Required		Provision for Traffic		247.00
		Subtotal		$ 63,682
		10% Engr. & Cont.		6,368
		Total		$ 70,050

Length .286 mile
Cost per mile $ 244,930

22' Portland Cement Concrete Pavement (Sta. 97+70 to 125+50)

All Required		Clearing and Grubbing	$ - -	$ 453.00
210	cu. yds.	Trench Excavation	1.00	210.00
33,000	cu. yds.	Excavation, Single Classif.	.18	5,940.00
2,300	yd. sta.	Overhaul	.01	23.00
6,000	yd. mi.	Truck Haul	.10	600.00
0.53	mile	Finishing Roadbed and Slopes	300.00	159.00
2,900	lin. ft.	Rounding Cut Banks	.08	232.00
4,480	sq. yds.	Removal of Old Pavement	.30	1,344.00
120	lin. ft.	24" Corr. Iron Pipe	2.30	276.00
70	lin. ft.	12" Concrete Pipe	1.00	70.00
360	lin. ft.	18" Concrete Pipe	2.25	810.00
130	lin. ft.	Salvaging Culvert Pipe	.50	65.00
1	only	Concrete Catch Basin	20.00	20.00
50	only	Fog Posts	2.00	100.00
3,400	cu. yds.	3" - 0" Material in Subbase	1.85	6,290.00
70	cu. yds.	1½" - 0" Material in Base	2.00	140.00
300	cu. yds.	3/4" - 0" Material in Shoulders	2.50	750.00
160	cu. yds.	3/4" - 0" Material in Cushion Course	2.50	400.00
70	cu. yds.	½" - 0" Material in Cushion Course	2.50	175.00
180	cu. yds.	Filler	.40	72.00
180	yd. mi.	Hauling Filler	.10	18.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.05	13,940.00
700	lin. ft.	3/4" Expansion Joints	.20	140.00
3,200	lin. ft.	Contraction Joints	.03	96.00
3,200	only	Dowels	.14	448.00
2,500	lbs.	Tie Bars	.06	150.00
40	cu. yds.	Mineral Aggregate in Place	4.00	160.00
4	tons	SC-6 Road Oil in Place	46.00	184.00
All Required		Provision for Traffic		453.00
		Subtotal		$ 33,718
		10% Engr. & Cont.		3,371
		Total		$ 37,089

Length 0.526 mile
Cost per mile $ 70,511

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City			
Gr. (Sta. 23+56 to 34+67.5)	$ 4,207	$ 2,524	$ 1,683
Work Outside City			
Gr. (Sta. 39+01.5 to 42+60.8)	5,441	3,265	2,176
60' Pave. (Sta. 42+60.8 to 57+70)	70,050	42,035	28,015
22' Pave. (Sta. 57+70 to 85+50)	37,089	22,256	14,833
	$ 116,787	$ 70,080	$ 46,707

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

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APR 28 1939
FOR FILING

79 172-G-1

April 27, 1939

Mr. Roy Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2165 which was awarded to you on April 6, 1939, for grading and paving the Bunker Hill Section of the Oregon Coast Highway, in Coos County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

FA 172-A-1

April 11, 1939

Mr. Roy L. Houck
212 U. S. National Bank Building
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2165 which was awarded to you by the State Highway Commission on April 6, 1939, covering the grading and paving of the Bunker Hill Section of the Oregon Coast Highway, in Coos County.

Will you kindly execute all four copies of this contract and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 11 1939

April 10, 1939

7A 172.A-1

NOTED
Asst State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Please send the location data on the Dixonville Mud Hollow Section of the North Umpqua County Road to Ford as soon as possible.

If you have not already done so, please send the location data on the Bunker Hill Section to Coffey.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

117-A-1

April 8, 1939

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on April 6, 1939, awarded you the contract for 1.16 miles of grading and paving on the Bunker Hill Section of the Oregon Coast Highway, in Coos County. This award was based on your low bid of $108,466.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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MAY 10 1939
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172-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

APR
STATE HIGHWAY COMM

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 172-A (1), the Bunker Hill section of the Oregon Coast Highway, to Roy L. Houck, Salem, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

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UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

March 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project No. 172-A (1), the Bunker Hill section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending the clearing up of the right of way, as there are several parcels yet to be obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 18 1939
FOR FILING

172 A 1

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page No. 1, for the Bunker Hill Section, Project No. FA 172-A (1), which page is revised by changing the time of receiving bids to April 6, 1939.

Under separate cover, we are sending five copies each of the following plan sheets:

Sheet No. 2-A, showing typical section of transition section, Sta. 51+70 to 52+70.

Sheet No. 4, showing transition section, Sta. 51+70 to 52+70.

Sheet No. 5, showing minor change in island at approximate Sta. 55+50.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
MAY 10 1939
FOR FILING

172 A-1

February 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Bunker Hill Section, Project No. FA 172-A (1). Four copies of a statement concerning status of right of way are, likewise, enclosed.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. 172-A (1)

BUNKER HILL SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 14, 1939

WORK WITHIN CITY OF MARSHFIELD

Grading (Sta. 23+56 to 34+67.5)

All Required		Clearing and Grubbing		$ 200.00
30,000	yd. mi.	Truck Haul	$ 0.12	3,600.00
0.21	mile	Finishing Roadbed and Slopes	500.00	105.00
200	sq. yds.	Slope Paving	0.20	40.00
All Required		Provision for Traffic		100.00
		Subtotal		$4,045
		10% Engr. & Cont.		404
		Total		$4,449

Length 0.210 mile
Cost per mile $21,185

WORK OUTSIDE CITY

Grading (Sta. 39+01.5 to 42+60.8)

All Required		Clearing and Grubbing		$ 50.00
40	cu. yds.	Trench Excavation	$ 1.00	40.00
20,000	yd. sta.	Overhaul	0.01	200.00
21,000	yd. mi.	Truck Haul	0.12	2,520.00
0.07	mile	Finishing Roadbed and Slopes	500.00	35.00
800	sq. yds.	Removal of Old Paving	0.35	280.00
500	sq. yds.	Slope Paving	0.20	100.00
60	lin. ft.	18" Concrete Pipe	2.00	120.00
300	cu. yds.	3" - 0" Material in Sub-base	2.10	630.00
100	cu. yds.	1½" - 0" Material in Base	2.70	270.00
30	cu. yds.	3/4" - 0" Material in Shoulders	2.70	81.00
10	cu. yds.	Filler	0.40	4.00
10	yd. mi.	Hauling Filler	0.15	1.50
30	cu. yds.	Mineral Aggregate in Place	5.00	150.00
3	tons	SC-6 Road Oil in Place	40.00	120.00
All Required		Provision for Traffic		30.00
		Subtotal		$4,631
		10% Engr. & Cont.		463
		Total		$5,094

Length	0.068 mile
Cost per mile	$74,911

60' Portland Cement Concrete Pavement
(Sta. 42+60.8 to 57+70)

All Required		Clearing and Grubbing		$ 250.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
94,000	cu. yds.	Excavation, Single Classification	0.24	22,560.00
43,400	yd. sta.	Overhaul	0.01	434.00
0.28	mile	Finishing Roadbed and Slopes	500.00	140.00
1,100	lin. ft.	Rounding Cutbanks	0.10	110.00
2,320	sq. yds.	Removal of Old Pavement	0.35	812.00
300	lin. ft.	12" Sewer Pipe	0.70	210.00
380	lin. ft.	18" Sewer Pipe	2.00	760.00
5	only	Special Sections of 12" Sewer Pipe	5.00	25.00
5	only	Special Sections of 18" Sewer Pipe	7.00	35.00
450	lin. ft.	9" Perforated Corrugated Iron Pipe	1.00	450.00
30	lin. ft.	12" Corrugated Iron Pipe	1.00	30.00
570	lin. ft.	12" Concrete Pipe	1.00	570.00
180	lin. ft.	18" Concrete Pipe	2.00	360.00
190	lin. ft.	Salvaging Culvert Pipe	0.70	133.00
3	only	Concrete Catch Basins	30.00	90.00
10	only	Concrete Catch Inlets	20.00	200.00
4	only	Concrete Manholes	80.00	320.00
180	cu. yds.	Concrete Curbs and Gutters	14.00	2,520.00
80	sq. yds.	Concrete Sidewalks	1.50	120.00
320	sq. yds.	Concrete Driveway Aprons	2.00	640.00
950	lin. ft.	1" Electrical Conduit	0.20	190.00
All Required		Constructing Curb Recesses		50.00
8	only	Concrete Light Pedestals	8.00	64.00
3,500	cu. yds.	3" - 0" Material in Sub-base	2.10	7,350.00
170	cu. yds.	1½" - 0" Material in Base	2.70	459.00
430	cu. yds.	3/4" - 0" Material in Shoulders	2.70	1,161.00
290	cu. yds.	3/4" - 0" Material in Cushion Course	2.70	783.00
130	cu. yds.	½" - 0" Material in Cushion Course	2.70	351.00
200	cu. yds.	Filler	0.40	80.00
200	yd. mi.	Hauling Filler	0.15	30.00
11,600	sq. yds.	Portland Cement Concrete Pavement	1.90	22,040.00
1,200	lin. ft.	3/4" Expansion Joints	0.15	180.00
850	lin. ft.	½" Expansion Joints	0.12	102.00
5,400	lin. ft.	Contraction Joints	0.04	216.00
5,600	only	Dowels	0.15	840.00
6,500	lbs.	Tie Bars	0.06	390.00
30	cu. yds.	Mineral Aggregate in Place	5.00	150.00
3	tons	SC-6 Road Oil in Place	40.00	120.00
180	tons	Class "A" Asphaltic Concrete	8.00	1,440.00
55	tons	Outback Asphalt Wearing Surface	8.00	440.00
All Required		Provision for Traffic		120.00
			Subtotal	$67,825
			10% Engr. & Cont.	6,782
			Total	$74,607

Length	0.286 mile
Cost per mile	$260,863

22' Portland Cement Concrete Pavement
(Station 57+70 to 85+50)

All Required		Clearing and Grubbing		$ 500.00
210	cu. yds.	Trench Excavation	$ 1.00	210.00
33,000	cu. yds.	Excavation, Single Classification	0.24	7,920.00
2,300	yd. stas.	Overhaul	0.01	23.00
6,000	yd. mi.	Truck Haul	0.12	720.00
0.53	mile	Finishing Roadbed and Slopes	500.00	265.00
2,900	lin. ft.	Rounding Cutbanks	0.10	290.00
4,480	sq. yds.	Removal of Old Pavement	0.35	1,568.00
120	lin. ft.	24" Corrugated Iron Pipe	3.00	360.00
70	lin. ft.	12" Concrete Pipe	1.00	70.00
360	lin. ft.	18" Concrete Pipe	2.00	720.00
130	lin. ft.	Salvaging Culvert Pipe	0.70	91.00
1	only	Concrete Catch Basin	30.00	30.00
50	only	Fog Posts	3.00	150.00
3,400	cu. yds.	3" - 0" Material in Sub-base	2.10	7,140.00
70	cu. yds.	1½" - 0" Material in Base	2.70	189.00
300	cu. yds.	3/4" - 0" Material in Shoulders	2.70	810.00
160	cu. yds.	3/4" - 0" Material in Cushion Course	2.70	432.00
70	cu. yds.	½" - 0" Material in Cushion Course	2.70	189.00
180	cu. yds.	Filler	0.40	72.00
180	yd. mi.	Hauling Filler	0.15	27.00
6,800	sq. yds.	Portland Cement Concrete Pavement	1.90	12,920.00
700	lin. ft.	3/4" Expansion Joints	0.15	105.00
3,200	lin. ft.	Contraction Joints	0.04	128.00
3,200	only	Dowels	0.15	480.00
2,500	lbs.	Tie Bars	0.06	150.00
40	cu. yds.	Mineral Aggregate in Place	5.00	200.00
4	tons	SC-6 Road Oil in Place	40.00	160.00
All Required		Provision for Traffic		250.00
			Subtotal	$36,169
			10% Engr. & Cont.	3,616
			Total	$39,785

Length	0.526 mile
Cost per mile	$75,636

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Within City			
Gr. (Sta. 23+56 to 34+67.5)	$ 4,449	$ 2,670	$ 1,779
Work Outside City			
Gr. (Sta. 39+01.5 to 42+60.8)	5,094	3,056	2,038
60' Pave. (Sta. 42+60.8 to 57+70)	74,607	44,770	29,837
22' Pave. (Sta. 57+70 to 85+50)	39,785	23,874	15,911
	$123,935	$74,370	$49,565

BUNKER HILL SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY
PROJECT NO. FA 172-A (1)

While negotiations for right of way are in progress some 5 parcels have not as yet been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 14 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

21 parcels

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 22,1939.

Const
Highways
Primary

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
Highway Engineer

Dear Sir:

In accordance with your radio request we are sending you under separate cover the following data on the Bunker Hill Section of the Oregon Coast Highway:

1 Profile Tracing - Profile #1
Station 17+27 to 93+00
3 Rolls Cross Sections

1 Blue Print Federal Aid Plans.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R. H. Baldock

RECEIVED
FEB 14 1939
FOR FILING

February 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Davis

Dear Sir:

For your advance information, we are sending, under separate cover, prints showing the layout and grades proposed to be used at the Coos River Highway junction on the Bunker Hill grading and paving project. We are sending, also, a print showing the junction as it would be if no special arrangements were to be made for the carrying of east bound traffic on the Coos River Highway across the northbound traffic on the Oregon Coast Highway.

It is our opinion that the paving of this junction without special arrangement such as we have planned, would be introducing a very serious traffic hazard, as the angle of crossing of northbound and eastbound traffic would be less than ten degrees.

It may not be possible to get the complete plans for the project to you before Wednesday morning.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 2 1938

FOR FILING

Const
Projects
Secondary

December 1st, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

In answer to your letter of November 25th, I would recommend that dowels without sleeves be used in the contraction joints on the Bunker Hill Paving Project, and the expansion joints should be spaced at 90-foot intervals.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 6-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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NOV 28 1938
FOR FILING

H-1 #5

OREGON STATE HIGHWAY COMMISSION

SALEM

Nov. 25, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R.H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Please advise if we should figure on using dowels without sleeves in contraction joints on the Bunker Hill Paving Project, also whether or not the expansion joints should be spaced at 90 or 120 foot intervals.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

NOTED

CONTRACT# [redacted] 2165

FAS 253-C-1 Jericho Lane-Bloucher 1939
Sec., Hood River Secon. Hwy.

2166

RECEIVED
FEB [illegible]
FOR [illegible]

FAS 253-C-1

February 8, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 1, 1940, we are enclosing herewith two copies of a statement showing the constructed length for the Jericho Lane-Bloucher Section, Project No. FAS 253-C (1), which statement was inadvertently omitted when submitting the final voucher.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 1, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon Federal Aid Secondary Project No. 253-C (1), Jericho Lane-Bloucher Section of the Hood River Highway, we note that the length has been reduced to 2.613 miles. We have your statement of length showing several new equations but would appreciate a statement giving the reasons for the changes. The final voucher cannot be forwarded for payment until this information has been received.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

R. H. Baldock

November 3, 1939

FA. [illegible]

COST ANALYSIS - FINAL REPORT

Jericho Lane - Bloucher
Hood River Secondary Highway
Hood River County

Contract # 2166
E. C. Hall, Contractor

Prefix 114-1005
J. E. Peck, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	379.18	All			500.00
Trench Excavation	474.49	516.2 Cu. Yds.	0.93	1.00	516.20
Single Class Excavation	3,060.78	8,466.0 " "	0.36	0.30	2,539.80
Truck Haul	90.28	501.8 Yd. Mi.	0.18	0.10	50.18
Finishing Roadbed & Slopes	581.95	1.57 Mile	370.66	400.00	628.00
Rounding Cutbanks	80.00	1,000.0 Lin. Ft.	0.08	0.08	80.00
8" Perf. Conc. Pipe	623.10	1,826.0 Lin. Ft.	0.34	0.40	730.40
12" Corr. Iron Pipe	132.90	138.0 " "	0.96	1.10	151.80
18" " " "	442.13	308.0 " "	1.44	1.75	539.00
24" " " "	285.77	132.0 " "	2.16	3.30	435.60
Salvage Culv. Pipe	33.12	40.0 " "	0.83	1.00	40.00
Rock Backfill	1,050.08	534.0 Cu. Yds.	1.96	1.50	801.00
4½"-2" Rock in Base	7,170.05	6,704.0 Cu. Yds.	1.07	1.10	7,374.40
3/4"-0" " " " and Shoulders	5,696.16	5,312.0 Cu. Yds.	1.07	1.20	6,374.40
Hauling Base Materials	7,961.79	91,479.0 Yd. Mi.	0.087	0.07	6,403.53
Sprinkling	899.92	870.8 M. Gal.	1.03	1.50	1,306.20
Preparation of Base	273.03	2.62 Mile	104.19	150.00	393.00
Mineral Aggregate in Place	5,664.82	1,810.5 Cu. Yds.	3.13	2.50	4,526.25
SC 6 Road Oil in Place	3,253.31	150.69 Ton	21.59	21.00	3,164.49
3/4"-½" Cr. Rock in S.P.	1,534.28	1,183.5 Cu. Yd.	1.296	1.10	1,301.85
½"-¼" " " " "	938.45	723.9 " "	1.296	1.10	796.29
¼"-1/8" " " " "	463.35	358.2 " "	1.296	1.00	358.20

NOTED
State Highway Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Hauling Cr. Rock, Pile Measure	1,380.53	15,861.6	Yd. Mi.	0.087	0.08	1,269.93
P.A.#1, 9" Corr. Iron Pipe	8.86	12	Lin. Ft.	0.74	1.00	12.00
" " ,15" " " "	14.39	12	Lin. Ft.	1.20	1.75	21.00
Screen Rejects	1,545.60	6,182.4	Cu. Yds.	0.25	0.25	1,545.60
Haul Screen Rejects	34.23	393.3	Yd. Mi.	0.087	0.08	31.46
Force Account	582.55	All				603.52
Deduction. Crushed Rock furnished by State						- 60.00
	$44,655.10					$42,433.10

Total Cost	$44,655.10
Gross Revenue	42,433.10
Net Loss	$ 2,222.00

Net Loss equals 5.2% of the Gross Revenue.

JERICHO LANE - BLOUCHER
Detail of Cost

LABOR:

Supervision	$1,080.00	
Labor	12,769.46	
Industrial Accident Insurance	1,086.49	
Unemployment & Social Security	533.15	$15,469.10

MATERIALS:

8" Perforated Concrete Pipe	1,826 Lin. Ft.	@ 0.21	383.48	
9" Corr. Iron Pipe	12 Lin.Ft.	@ 0.53	6.36	
12" " " "	138 " "	@ 0.69	95.22	
15" " " "	12 " "	@ 0.85	10.20	
18" " " "	308 " "	@ 1.00	308.00	
24" " " "	132 " "	@ 1.59	209.88	
12" Corr. Iron Bands	6 Each	@ 0.74	4.44	
18" " " "	14 "	@ 1.46	20.44	
24" " " "	6 "	@ 1.81	10.86	$1,048.88

SUB-CONTRACT. Warren Northwest, Ind.

Preparation of Base	2.62 Miles	@ 100.00	262.00	
Placing Mineral Aggregate	1,810.5 Cu. Yd.	@ 1.15	2,082.07	
S.C. 6 Road Oil in Place	150.69 Ton	@ 21.00	3,164.49	$5,508.56

EQUIPMENT RENTAL, SMALL TOOLS & MISC. SUPPLIES:

Equipment Rental	11,894.00
Gas, Oil & Grease	5,697.58
Small Tools & Misc. Supplies	1,236.10
Explosives	1,110.41
Main Office Expense	848.66

Hired Trucks	812.25	
Bond	344.09	
Lumber	301.23	
Freight & Cartage	250.94	
Public Liability & Damage Insurance	133.30	
		$22,628.56
Total Cost		$44,644.10

JERICHO LANE - BLOUCHER

REMARKS:

This contract was bid March 2nd and awarded April 6th, 1939. Work was started April 13th, and the contract was completed July 12th.

Clearing and grubbing was easy and consisted of removing brush and a few small trees where the roadbed was to be widened. Hand labor was used throughout.

A loss was sustained on excavation due to a low bid. The majority of the material was taken from the existing slopes and boulders were encountered that slowed production. A 3.4 cubic yard shovel was used where excavating in slopes was required, and the material was hauled in three 3 cubic yard trucks. A tractor and dozer was used wherever possible and the finishing of the roadbed was done with a power blade.

Rock was secured from the Quarry at Mile Point 12.8 which is about 6.1 miles South of the project. A Coyote hole that was partially in was completed and then shot. About 0.57 of a pound of powder was used per cubic yard, and the total cost of drilling and shooting was $0.126 per cubic yard. The rock was loaded with a 3/4 cubic yard shovel and trucked to the plant in from two to three 1-½ ton trucks at a total cost of $0.274 per cubic yard.

An elaborate plant, considering the quantity of the rock to be crushed, was erected. Equipment consisted of a 15" x 38" Jaw, 36" Gyratory, 40" x 22" Rolls, 150' Conveyor belt, 1 chain of elevating buckets, one 90, 1-80, and 2 40 H.P. motors, two generators which were driven by the smaller motors and three screens. Five weeks were required to make the set up, and the total cost was $3,074.00 or $0.191 per cubic yard of rock produced. All sizes of rock were crushed at the same time, and the production was only fair, the average being 33 cubic yards per hour. Screen rejections totaled 6,182 cubic yards or 27% of the rock produced and materially increased all crushing costs.

This job was bid low but a smaller plant should have given the same production, and if the screen rejections had been better controlled, a small profit would have been possible.

E. H. CLYMER
Cost Analyst

By

J. D. Nelson

RECEIVED
OCT 11 1939
FOR FILING

7a8 253-C-1

October 10, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2166, for the construction of the Jericho Lane-Bloucher Section of the Hood River Secondary Highway in Hood River County, has been completed by the contractors, E. C. Hall Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 20. 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $42,457.10, including the final payment. Of this amount $603.52 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 253-C-1

September 16, 1939

Maryland Casualty Company,
Hanson & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company on Contract No. 2166, Jericho Lane-Bloucher Section of the Hood River Secondary Highway in Hood River County. This payment will be made on or after September 28, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FAS 253-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
~~BUREAU OF PUBLIC ROADS~~
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 26 1939
STATE HIGHWAY COMMISSION

Stencil No. 12

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 253-C (1)
Jericho Lane-Bloucher Sec.
Hood River Highway.

August 25, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Wayfer - 1399

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 253-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of July, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 20th day of July, 1937, a revised project statement, which was approved by the Secretary on the 31st day of July, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the 10th day of February, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, one hundred sixty and 00/100 dollars ($24,160.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 217+00 in the NW 1/4, Section 21, T. 2 N., R. 10 E., W. M., the northerly end of Section B of said project, and survey station 45+00, the south end of Section A of said project.

, length 2.616 miles, in Hood River County, being Section C(1) of Oregon Fed.Aid Secondary project No. FAS 253, consisting of 2.616 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of twenty-four thousand, one hundred sixty and 00/100 dollars ($24,160.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty thousand, two hundred sixty and 00/100 dollars ($40,260.00), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927; Chapter 248, laws 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 5 - 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFI

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 253-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $40,260.00 as the total estimated cost of said project, and the sum of $24,160.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this AUG 5 - 1939 day of one thousand nine hundred and

FEDERAL WORKS ADMINISTRATOR,
~~[illegible]~~

By
~~[illegible]~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

Form E-1--5M--3-39

EGON STATE HIGHWAY COMMIS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19, 1939

Section Jericho Lane-Bloucher

Kind of work Grading, Surfacing and Paving

Highway Hood River Secondery

Section prefix 1[illegible]-1005

Contractor E.C.Hall Company

Contract number 2166

Date of contract April 6, 1939

Date of completion Sept 15, 1939

Date work started April 13, 1939

~~Estimated~~ date of completion July 12, 1939

Amount of contract $ 39926.59

Per cent of time elapsed 75 %

Estimated cost of completed project, exclusive of engineering $ 39926.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2341.08, %

Date project was completed July 12, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

To date have not been able to getvdata on force bills from contractor, Final Estimate has been ready three weeks but can not complete until I receive this date. I have written him weekly but no response.

This will be the final report on this project.

NOTED
RAY WEBBER

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 11 1939
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

August 8, 1939

FAS 253-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 253-C (1), Jerico Lane-Bloucher Section of the Hood River Highway ____________, was made by a representative of this office on July 24, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Iron

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 253-C (1)
Jericho Lane-Bloucher Section
of the Hood River Highway

June 21, 1939

JUN 22 [illegible]
[illegible] COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Highway Engineer

2

RECEIVED
MAY 10 1939
FOR FILING

[illegible] 253-C-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Jericho Lane-Bloucher Section, Project No. FAS 253-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 253-C(1)

JERICHO LANE-BLOUCHER SECTION

OF THE HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1939

All Required		Clearing and Grubbing		$ 500.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
6,800	cu. yds.	Excavation, Single Classif.	.30	2,040.00
1,700	yd. mi.	Truck Haul	.10	170.00
1.57	miles	Finishing Roadbed and Slopes	400.00	628.00
1,000	lin. ft.	Rounding Cutbanks	.08	80.00
1,400	lin. ft.	8" Perforated Concrete Pipe	.40	560.00
60	lin. ft.	12" Corr. Iron Pipe	1.10	66.00
450	lin. ft.	18" Corr. Iron Pipe	1.75	787.50
70	lin. ft.	24" Corr. Iron Pipe	3.30	231.00
180	lin. ft.	Salvaging Culvert Pipe	1.00	180.00
300	cu. yds.	Rock Backfill in Drains	1.50	450.00
6,900	cu. yds.	4½" - 2" Rock in Base	1.10	7,590.00
6,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.20	7,200.00
100,000	yd. mi.	Hauling Base Materials	.07	7,000.00
550	M-gal.	Sprinkling	1.50	825.00
2.62	miles	Preparation of Base	150.00	393.00
1,700	cu. yds.	Mineral Aggregate in Place	2.50	4,250.00
150	tons	SC-6 Road Oil in Place	21.00	3,150.00

Subtotal	$ 36,600
10% Engr. & Cont.	3,660
Total	$ 40,260

Length of Roadway	2.580 miles
Length of 1 Bridge	.036 mile
Total Length	2.616 miles
Cost per mile	$ 15,389

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 24,160
State Funds- -	16,100
	$ 40,260

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
MAY 10 1939
FOR FILING

[illegible] 52 C-1

May 9, 1939

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

On April 27 we forwarded to you by express a fully executed copy of your contract, No. 2166, Jericho Lane-Bloucher Section, Hood River Secondary Highway.

We have today received notice from the railway express agency in Eugene that they are holding the package and have received no response to postal notices sent to you. Will you please arrange to have this contract picked up.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Railway Express Agency, Eugene

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY
INCORPORATED

Eugene, Ore.
Street address where shipment is held

City State

5 - 6 19

You are notified that Article 1 pc
C. O. D. or Collection $ —

Forwarded by you on 4 - 27 19

Addressed to E C Hall Co
1160 Grant

charges Paid

Your invoice or Identification No.

Remains in this office undelivered because
Notice no response
to Postal Notice

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No.

Agent

SEE OTHER SIDE (566—6-33 PRINTED IN U.S.A.)

#2166

Company of California
YEON BUILDING
PORTLAND, OREGON

May 3, 1939

RECEIVED
MAY 4 - 1939
ST[illegible] COMMISSION

n

E. C. Hall & Company
Contract #2166

d to extend credit for merchandise to be
letion of a contract which you have awarded.
verify the information shown on the attached

If any of it is incorrect, we will appreciate your supplying the proper data. Should any space not be complete, will you please furnish the missing information?

A business reply envelope, requiring no postage, is enclosed for your convenience in returning this inquiry. Thank you.

Yours very truly

D. E. Nichols

District Credit Supervisor

DEN:J
Enclosure

FORM 401 P 12-38

#2166

RECEIVED
MAY 4 - 1939
FOR [illegible]

RECEIVED
MAY 4 - 1939
S[illegible] COMMISSION

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

May 3, 1939

State of Oregon
Highway Commission
Salem, Oregon

E. C. Hall & Company
Contract #2166

Gentlemen:

We have been asked to extend credit for merchandise to be used in the completion of a contract which you have awarded. Will you please verify the information shown on the attached form?

If any of it is incorrect, we will appreciate your supplying the proper data. Should any space not be complete, will you please furnish the missing information?

A business reply envelope, requiring no postage, is enclosed for your convenience in returning this inquiry. Thank you.

Yours very truly

D E Nichols

District Credit Supervisor

DEN:J
Enclosure

FORM 401 P 12-38

RECEIVED
APR 28 1939
FOR FILING

253-C-1

April 27, 1939

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2166 which was awarded to you on April 6, 1939, for grading, surfacing and oiling the Jericho Lane-Bloucher Section of the Hood River Secondary Highway, in Hood River County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
MAY 3 - 1939
FOR FILING
[illegible]

April 27, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith, in quintuplicate, for your consideration and approval, is Extra Work Order No. 1, for clearing and grubbing stockpile site on the Jericho Lane-Bloucher Project, FAS 253-C (1).

The work covered by this agreement was specifically authorized and provided for on page 18 of the special provisions of the contract. This authorization would seem to constitute prior approval and entitle the work to federal participation, even though the work was commenced prior to the submission of the enclosed confirming order. We request your approval of the order on that basis.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

RECEIVED
APR 28 1939
FOR FILING

RECEIVED
APR 2

IN REPLY PLEASE
REFER TO FILE NO.

April 25th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing six copies of Extra Work Order #2 on the JERICHO LANE-BLOUCHER section together with a copy of Resident Engineer J. E. Peck's letter of explanation providing for the reconstruction and moving of a small irrigation flume size 6" x 5" and a flume size 7" x 8".

The resident engineer states that when he surveyed this project it was his understanding that the property owner would move the flume, but according to the terms of the option dated February 21st the State has agreed to move the flume without cost to the property owner.

The item of lumber shown on the Extra Work Order is to provide for reconstruction of such sections of the flume as are in too rotten a condition to move.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

BY:
R. M. Smith

NOTED
C. B. McCullough

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. J. E. Peck

✓

132253-C-1

April 11, 1939

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2166 which was awarded to you on April 6, 1939, by the State Highway Commission covering the grading, surfacing and oiling of the Jericho Lane-Bloucher Section of the Hood River Secondary Highway, in Hood River County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy of the contract will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Sectiob 5 of the printed GENERAL PROVISIONS relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

[illegible]

3 A.d. 25-44

April 8, 1939

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on April 6, 1939, awarded you the contract for 1.57 miles grading and 2.6 miles surfacing and oiling, also furnishing of 2,000 cu. yds. crushed rock in stock pile, on the Jericho Lane-Bloucher Section of the Hood River Secondary Highway, in Hood River County. This award was based on your low bid of $39,926.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 10 1939
FOR FILING

7.12 253-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 253-C (1), Jericho Lane-Bloucher section of Hood River Secondary Highway, to E. C. Hall Co., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RMS:f
cc-Mr. R. H. Baldock ✓

By: R. M. Smith

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 1 - 1939
STATE HIGHWAY COMMISSION

253-C-1

April 3rd
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the JERICHO LANE-BLOUCHER Section of the Hood River Secondary Highway for grading, surfacing and oiling:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing	All Specified			300.00
2.	Trench Excavation	500	cu. yds.	1.25	625.00
3.	Excavation, Single Classif.	6,800	" "	0.50	3,400
4.	Truck Haul	1,700	yd. mi.	0.15	255.00
5.	Finishing Roadbed & Slopes	1.57	miles	200.00	314.00
6.	Rounding Cutbanks	1,000	lin. ft.	0.08	80.00
7.	8-inch Perforated Concrete Pipe	1,400	" "	0.50	700.00
8.	12-inch Corr. Iron Pipe	60	" "	1.50	90.00
9.	18-inch Corr. Iron Pipe	450	" "	2.00	900.00
10.	24-inch Corr. Iron Pipe	70	" "	3.00	210.00
11.	Salvaging Culvert Pipe	180	" "	1.00	180.00
12.	Rock Backfill in Drains	300	cu. yds.	2.00	600.00
13.	4½"-2" Rock in Base	6,900	" "	1.00	6,900.00
14.	3/4"-0" " " "	6,000	" "	1.00	6,000.00
15.	Hauling Base Materials	100,000	yd. mi.	0.10	10,000.00
16.	Sprinkling	550	M-Gals.	1.50	825.00
17.	Preparation of Base	2.62	miles	200.00	524.00
18.	Mineral Aggregate in Place	1,700	cu. yds.	2.75	4,675.00
19.	SC-6 Road Oil in Place	150	tons	25.00	3,750.00
20.	3/4"-½" Crushed Rock in Stockpile	660	cu. yds.	1.00	660.00
21.	½"-¼" Crushed Rock in Stockpile	1,000	" "	1.00	1,000.00
22.	¼" - 1.8" Crushed Rock in Stockpile	340	" "	1.00	340.00
23.	Hauling Crushed Rock, Pile Measure	14,500	yd. mi.	0.12	1,740.00
		Total amount of Estimate			44,068.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By: R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

RECEIVED
MAY 1 0 1939
FOR FILING

FAS 253-C-1

March 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all right of way has been acquired on the Jericho Lane-Bloucher Section, Project No. FAS 253-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

RECEIVED
MAY 16 1939
FOR FILING

253-C-1

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page No. 1, for the Jericho Lane-Bloucher Section, Project No. FAS 253-C (1), which page has been revised by changing the time of receiving bids to April 6, 1939.

Five copies of bid item page two are likewise enclosed, which correctly lists the unit for "Hauling Base Materials" as yard miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

ANNOUNCEMENT TO BE MADE

CONCERNING JERICHO LANE-BLOUCHER PROJECT

In the proposal form for the Jericho Lane-Bloucher Project, the quantity for the bid item "Hauling Base Materials," which should have been listed as 100,000 yard miles, has been listed erroneously as 100,000 cubic yards. This error has probably been noticed by most bidders, and most bidders have probably bid the item on the yard mile basis as intended. However, any bidder who has bid the item on a cubic yard basis may withdraw his bid, and may have until 10:30 o'clock for its correction and resubmission.

Let me repeat. The project affected is the Jericho Lane-Bloucher Project. The bid item affected is item No. 15, "Hauling Base Materials." This item should be bid at a price per yard mile. If any bidder has bid it at a price per cubic yard, he should withdraw his bid at once and make the necessary correction.

Those desiring to withdraw their bids may do so by indicating their desire to the Secretary. Bids withdrawn must be resubmitted by not later than 10:30 o'clock.

FORM 2-D-1 2900 4-29

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

February 28th
1939

[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our estimate of February 27th covering the proposed ODELL JUNCTION-JERICHO LANE project.

In setting up the necessary funds for the completion of this project, we call your attention to the following:

Purchase and Haul of Screen Rejects	250.00
Preparation of Stockpile Site	100.00
Payment to Hood River County for Quarry Rights	500.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-B-1 2500 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 27th
1939

Correct

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. R. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the JERICHO LANE-BLOUCHER section of the Hood River Secondary Highway, Hood River County, grading, surfacing and oiling project:

Item No.	Item				Unit Price	Amount
1.	Clearing and Grubbing				Lump	300.00
2.	Trench Excavation	500	cu. yds.	@	1.00	500.00
3.	Excavation, Single Class	6,800	" "	@	0.50	3,400.00
4.	Truck Haul	1,700	yd. mi.	@	0.15	255.00
5.	Finishing Roadbed & Slopes	1.57	miles	@	100.00	157.00
6.	Rounding Cutbanks	1,000	lin. ft.	@	0.10	100.00
7.	8" Perforated Concrete Pipe	1,400	" "	@	0.50	700.00
8.	12" Corrugated Iron Pipe	60	" "	@	1.50	90.00
9.	18" " " "	450	" "	@	2.00	900.00
10.	24" " " "	70	" "	@	3.00	210.00
11.	Salvaging Culvert Pipe	180	" "	@	1.00	180.00
12.	Rock Backfill in Drains	300	cu. yds.	@	2.00	600.00
13.	4½" - 2" Rock in Base	6,900	" "	@	1.00	6,900.00
14.	3/4" - 0" Rock in Base and Shoulders	6,000	" "	@	1.00	6,000.00
15.	Hauling Base Materials	100,000	" "	@	0.10	10,000.00
16.	Sprinkling	550	M-Gals.	@	1.50	825.00
17.	Preparation of Base	2.62	miles	@	200.00	524.00
18.	Mineral Aggregate in Place	1,700	cu. yds.	@	2.75	4,675.00
19.	SC-6 Road Oil in Place	150	tons	@	25.00	3,750.00
20.	3/4" - ½" Crushed Rock in Stockpiles	660	cu. yds.	@	1.00	660.00
21.	½" - ¼" Crushed Rock in Stockpiles	1,000	" "	@	1.00	1,000.00
22.	¼" - 1/8" Crushed Rock in Stockpiles	340	" "	@	1.00	340.00
23.	Hauling Crushed Rock, Pile Measure	14,500	yd. mi.	@	0.12	1,740.00
	Total amount of Estimate					$ 43,806.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

NOTED
Highway Engineer

RMS:f
cc-Mr. R. H. Baldock ✓

RECEIVED [illegible]

February 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 10th, concerning the Jericho Lane-Boucher Section, Project FAS 253-C (1).

The 41° curve at Station 293 cannot be flattened with any reasonable expenditure of money due to the fact that for a considerable distance in that vicinity the road is supported on the steep walls of the Hood River gorge, and to the fact that at Station 293, the road cannot be moved into the cutbank without cutting into a "hairpin" turn on the branch road to Odell, making necessary an expensive reconstruction of the branch road. The enclosed blueprint showing the position of the branch road, will make this point clear.

The grades on this project which exceed 7% can only be eliminated by a complete reconstruction of the road on new alignment. Such reconstruction would be very expensive and is not justified by the present volume of traffic.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
FEB 11
[illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. submitted for Oregon Federal Aid Secondary Project FAS 253-C(1), the Jericho Lane-Bloucher Section of the Hood River Highway, have been examined in this office and are recommended for approval subject to final review and approval by the Chief of the Bureau. This is your authority to advertise for bids.

Before forwarding, we corrected the unit shown in the proposal for item 15, "Hauling Base Materials", from cubic yards to yard miles, in agreement with the summary and estimate submitted.

Our concurrence in award will be withheld pending the securing of the rights-of-way, as required by General Administrative Memorandum No. 68, dated November 29, 1938.

We note that between Sta. 96 and 90, incorrect signs are shown on the grades. When grades over 7%, or sharp curves, are included in a project, the P. S. & E. papers should show the justification for such grades or alignment. Please advise if it will not be possible to improve the alignment at the 41° curve shown at Sta. 293.

Very truly yours,

W. H. LYNCH,
District Engineer

By L. Caufield
L. S. Caufield,
Highway Engineer

February 13th, 1939

__Memorandum to Mr. Probert.__

Dear Sir:

In regard to the possibility of improving the 41° curve at Station 293 on the Jericho Lane-Bloucher Section of the Hood River Highway in Hood River County, I beg to advise that it is inexpedient to change this curve as the road to Odell takes off just prior to the curve, climbs and reverses direction on the top of the cutbank of the curve. Any widening or change of the curve would necessitate a very expensive readjustment of the Odell Road.

H. G. Smith

HGS:AR

RECEIVED
MAY 1 0 1939
FOR FILING

FAS 253 C-1

February 6, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Jericho Lane-Bloucher Section, Project No. FAS 253-C (1). Four copies of a statement concerning the status of right of way are likewise enclosed.

Five bid proposals and five sets of blueprint plans are being sent under seperate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 253-C (1)

JERICHO LANE-BLOUCHER SECTION

OF THE HOOD RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, February 6, 1939

All Required		Clearing and Grubbing		$ 300.00
500	cu. yds.	Trench Excavation	$ 1.00	500.00
6,800	cu. yds.	Excavation, Single Classification	.50	3,400.00
1,700	yd. mi.	Truck Haul	.15	255.00
1.57	miles	Finishing Roadbed and Slopes	200.00	314.00
1,000	lin. ft.	Rounding Cutbanks	.10	100.00
1,400	lin. ft.	8" Perforated Concrete Pipe	.60	840.00
60	lin. ft.	12" Corr. Iron Pipe	1.00	60.00
450	lin. ft.	18" Corr. Iron Pipe	2.00	900.00
70	lin. ft.	24" Corr. Iron Pipe	3.00	210.00
180	lin. ft.	Salvaging Culvert Pipe	.70	126.00
300	cu. yds.	Rock Backfill in Drains	2.00	600.00
6,900	cu. yds.	4½" - 2" Rock in Base	1.10	7,590.00
6,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.10	6,600.00
100,000	yd. mi.	Hauling Base Materials	.10	10,000.00
550	M-gal.	Sprinkling	1.50	825.00
2.62	miles	Preparation of Base	100.00	262.00
1,700	cu. yds.	Mineral Aggregate in Place	2.70	4,590.00
150	tons	SC-6 Road Oil in Place	25.00	3,750.00

Subtotal	$ 41,222
10% Engr. & Cont.	4,122
Total	$ 45,344

Length of Roadway	2.580 miles
Length of Bridge	.036 mile
Total Length	2.616 miles
Cost per mile	$ 17,333

Note: Oiling is to be constructed across bridge.

FAS Funds Requested- -	$ 27,210
State Funds- -	18,134
	$ 45,344

On the Jericho Lane-Bloucher Section of the Hood River Secondary Highway, Federal Aid Secondary Project No. FAS 253-C (1), some 22 parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FORM 5-94 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 30 1939
STATE HIGHWAY COMMISSION

January 28th
1939

NOTED
Ass't State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our communication of the 26th instant relative to some proposed changes in the culvert specifications on the ODELL JUNCTION-JERICHO LANE project, Hood River Secondary Highway.

Following is a list of the recommended alterations in the culvert setup on this section. This list is not a recapitulation of the project but an alteration in the plans between the stations listed:

Recommended Alterations in Pipe List, ODELL JUNCTION-JERICHO LANE Section:

Station	8" Drain Tile Lin. Ft.	Salvage Culvert Pipe Lin. Ft.		Place Culvert Pipe Lin. Ft.	
		8"	12"	12"	18"
220 to 250	400				
224+75			40		44
227+83			35		44
234+27			30		34
240+67			38		42
251+80					50
253+77		40			
254 to 256	200				
256+00					32
260+70 to 262+70	200				
268+50 to 270+50	200				
270+50				32	
277+80					32
279+50					34
285+17					34
294+83					32
57+60					38
	1,000	40	143	32	416

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. J. L. Peck
Mr. C. B. McCullough

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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NOTED

January 25, 1939

Mr. J. E. Peck,
Resident Engineer,
The Dalles, Ore.

Dear Sir:

At the request of the Division Engineer we are sending you under separate cover three field books and two bunches of coordinate sheets of the Odell Junction-Jericho Lane Section of the Hood River Secondary Highway.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough ✓
W. E. Chandler

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

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JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

January 26th
1939

NOTED
Ass't. State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In reply to your letter of the 20th we wish to advise that Resident Engineer Peck is preparing a property description and securing a resolution from the County Court for the use of the County owned quarry located at Mile Post 12.8 on the Hood River Secondary Highway. The area shown by Drawing 1R1-1328 is not the quarry listed for this project.

An examination of the culvert situation on this project reveals that it will be necessary to recommend an item of salvaging culvert pipe and reinstalling the 18" in its place. It will also be necessary to increase the item of 8" drain tile. We will submit a list of our recommendations within the next two days.

We will forward a sketch map of the proposed stockpile site at Mile Post 5.7 between Stations 264+50 and 266+94, adjacent to and on the north side of the roadway, which will contain approximately 1.03 acres now owned by the County of Hood River. It is anticipated that no difficulty will be encountered in the securing of this site.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. C. B. McCullough ✓

FORM 5-9-1 5500. 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

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JAN 19 1939
FOR FILING

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January 18th
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

NOTED

Attention: Mr. H. G. Smith

Dear Sir:

In response to your letter of the 14th instant we are forwarding you under separate cover the following data in regard to the ODELL JUNCTION-JERICHO LANE section of the Hood River Secondary Highway, proposed grading, surfacing and oiling project:

3 Copies, Engineer's Estimate
3 Copies, Statement of Source of Materials
2 Copies, Special Provisions
1 Profile, hard green
1 Roll, Mass Diagram
1 Roll, Cross Sections
1 Hard Copy Map, Scale 400' = 1"

The 100' Detail Map and right of way descriptions were forwarded to your office under date of December 9, 1938.

At the present writing the Resident Engineer is preparing property descriptions, sketch map and Request for Authority to Open Negotiations for the acquisition of stockpile site, location of which is not known at this office. We will advise you upon receipt of the required information.

In regard to the corrugated iron culverts, we have requested Mr. Peck to carefully examine the existing culverts to determine whether or not their condition is suitable for extensions.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc- Mr. C. B. McCullough ✓

FORM 9-A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

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January 14th, 1939

Mr. W. H. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

We wish to let the Hood River Secondary Highway project between the end of the Boucher Section and the end of the Jericho Lane Section at the March letting. The total authorization is not to exceed $41,000.

I thought the plans and specifications were in this office, but I do not seem to find them. Please advise if they are in your office and when we can expect to receive them.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR
cc to: R. H. Baldock

FORM 5-A-1 9M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 13th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

You may submit plans and specifications for the Hood River Secondary Highway in Hood River County for the entire Odell Junction-Jericho Lane Section, which you estimate to cost about $38,000.

The budget will be increased from the $27,000 allocated to $38,000.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOT

FORM 5-D-1 3500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

December 9th
1938

Point
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are this date forwarding to your office the following data pertaining to the ODELL JUNCTION-JERICHO LANE proposed grading, surfacing and oiling project in Hood River County, Hood River Secondary Highway:

1	100' = 1" Detail map
22	Copies, Right of Way Descriptions
22	Copies, Statement of Information
22	Copies, Request for Authority to Open Negotiations
1	Copy, Engineer's Estimate
1	Copy, Engineer's Right of Way Report

You will note that this project extends from the north end of the Bloucher project (which was completed June 22nd of this year) north to Tucker Bridge. From Tucker Bridge north to the road mix is 5,132 feet of unsurfaced macadam.

The only suitable quarry in this locality is the one specified for the Bloucher section at Mile Post 12.8 or an average of 7.4 miles haul to this project.

As soon as available we should like to secure three of the direct prints of the right of way map.

I am sending this data now so that right of way purchase may be started. The estimate of $41,300 is possibly $3,000 high and is based on the same plans as the Bloucher project. This job will be written up as soon as you return the data sent you and advise if this project will have to be cut in length to cost only $27,000 as set up.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f
cc-Mr. R. H. Baldock ✓
Encls.

CONTRACT# [redacted] 2167

FAS 19-A(1) Poe Valley Sec., Bonanza- 1939
Malin County Rd.

2167

R.H. Baldock

FA- 14-A-1

November 6th, 1939

COST ANALYSIS - FINAL REPORT
Bonanza-Malin County Road, Poe Valley Section
Contract 2167 Prefix 218-1022
E. L. Rigdon, Contractor
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$125.00	100%			$1,000.00
Trench Excavation	162.10	180.1 cu. yd.	0.90	1.20	216.12
Excavation, Single Class	9,046.66	32,358.7 " "	0.28	0.32	10,354.78
Truck Haul	915.60	9,156 yd. mi.	0.10	0.10	915.60
Finishing Roadbed & Slopes	600.00	2.99 miles	200.00	250.00	747.50
18" Concrete Pipe	687.75	393 lin. ft.	1.75	1.85	727.05
24" " "	752.10	327 " "	2.30	2.45	801.15
36" " "	545.40	108 " "	5.05	5.90	637.20
Cinder Surfacing	2,800.89	8,643 cu. yd.	0.324	0.30	2,592.90
Hauling Cinders	1,488.20	12,164 yd. mi.	0.122	0.10	1,216.40
Sprinkling	952.10	814 M-Gal.	1.17	1.25	1,017.50
Treated Piling	188.10	171 lin. ft.	1.10	1.00	171.00
" Lumber	1,093.86	11.823 M-FBM	92.50	100.00	1,182.30
PA #1 Class B Concrete	126.30	3.94 cu. yd.	32.00	25.00	98.50
PA #2 Unused Piling	19.75	33 lin. ft.	0.5985	0.5985	19.75
Force Account	17.22				17.22
	$19,521.03				$21,714.97

Gross Revenue	$21,714.97
Total Cost	19,521.03
Net Profit	$2,193.94

Net Profit Equals 10.1% of Gross Revenue

Poe Valley Section

Detail of Cost

Labor:

Supervision (Includes E. L. Rigdon)	$642.50	
Labor	5,197.40	
State Industrial Accident Insurance	233.60	
Social Security & Unemployment Insurance	233.60	
		$6,307.10

Materials:

18" Concrete Pipe	393	lin. ft. at	1.40	$550.20	
24" " "	327	" " "	1.874	612.90	
36" " "	108	" " "	4.15	448.20	
Treated Piling	204	" " "	0.57	116.28	
" Lumber	11.823	M-FBM at	65.00	768.50	
Aggregates				28.95	
Cement				26.67	
					2,551.70

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$5,030.00	
Hired Trucks	313.61	
Gas, Oil and Grease	1,945.00	
Explosives	1,694.49	
Move In	300.00	
Small Tools, Supplies & Misc.	560.20	
Overhead & General Expense	384.63	
Bond	217.15	
Home Office Expense	217.15	
		10,662.23
		$19,521.03

Poe Valley Section

REMARKS:

This contract consisted of the grading and cinder surfacing of 2.99 miles of roadway. It was awarded April 6th, 1939; work was started April 18th, and completed July 11th.

About 35% of the single classification excavation was drilled and shot, while a great portion of the remainder had to be ripped before the equipment could successfully pick it up. The equipment used consisted of 4 cats (2 - 75 h.p., 1 RD-7 and 1 - 40 h.p. International), 2 - 8 cu. yd. scrapers, 1 dozer, 1 ripper, 1 - 3/4 cu. yd. shovel, 1 No. 11 cat patrol, 1 - 110 gas compressor and trucks.

A 3/4 cu. yd. shovel and trucks were used to load and haul the cinder surfacing. The pit had been opened on a previous contract, and most of the selected material had been removed. The contractor had to resort to the use of powder to loosen most of the material in order that the shovel could successfully excavate it.

The construction of the two treated timber trestle structures was accomplished by the contractor's crew.

Although the job proved tougher than anticipated, the contractor was able to show a profit, due principally to good equipment and excellent supervision.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

F.C. 19-A-1

September25, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2167, for the construction of the Poe Valley Section of the Bonanza-Malin County Road in Klamath County, has been completed by the contractor, E. L. Rigdon, and that final settlement will be made by the State with said contrator for work done under said contract on or after October 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $21,714.97, including the final payment. Of this amount $17.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FHS 19-A-1

September 25, 1939

Shell Oil Company,
Portland, Oregon.

Attention: Mr. Frank J. Hurner.

Gentlemen:

In response to your inquiry of September 19th you are advised that the E. L. Rigdon Contract No. 2167, Poe Valley Section in Klamath County, was completed July 11, 1939. This contract was accepted August 18, 1939. Final payment has not yet been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

RECEIVED
SEP 21 1939
OREGON
STATE HIGHWAY COMMISSION

September 19, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Rigdon - Contract 2167

Will you kindly favor us with a progress report on the above indicated job. If the work has been finished, please state completion and acceptance dates.

Enclosed is stamped and addressed envelope for your convenience.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

2167

FAS 19-A-1

August 21, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Rigdon on Contract No. 2167, Poe Valley Section of the Bonanza-Malin County Road in Klamath County. This payment will be made on or after August 31, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION
By

Secretary.

Dict. by J. McFarland.

/

FAS 19-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

AUG 16 1939
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. FAS 19-A(1)
Poe Valley Section
Bonanza-Malin Road

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Tron

Wayne-1265

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 19-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of July, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 21 day of February, 1939, a project statement, which was approved by the Secretary on the 13th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 15th day of February, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, three hundred sixty and 00/100 dollars ($13,360.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws of 1917, and Chapter 31, laws of 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 341+15 in the South 1/2, Section 12, T. 40 S., R. 11 E., W. M., and survey station 499+00 in the SW 1/4 Section 31, T. 39 S., R. 12 E., W. M.

, length 2.988 miles, in Klamath County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 19, consisting of 2.988 miles of roadway and no bridges, [illegible] of more than 20 feet clear span. ~~of miles in length~~.

MEMBER ASSOCIATED GENERAL CONTRACTORS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wherever [illegible]

term [illegible]

Agriculture [illegible]

[illegible] the Re[illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of thirteen thousand, three hundred sixty and 00/100 dollars ($13,360.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-two thousand, two hundred fifty-eight and 00/100 dollars ($22,258.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUL 28 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

Federal Works Administrator,
~~[illegible]~~

By H. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING

MEMBER ASSOCIATED GENERAL CONTRACTORS

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 19-A (1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 22,258.00 as the total estimated cost of said project, and the sum of $ 13,360.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 28 1939

one thousand nine hundred and ______

Federal Works Administrator,
~~Secretary of Agriculture,~~

By ______
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4820

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's [illegible] on Government Reorganization [illegible] the Reorganization Act of 1939.

RECEIVED
AUG 14 1939
FC

FAS 19-A-1

August 14, 1939

Collins Concrete and Steel Pipe Co.
3841 North Columbia Boulevard
Portland, Oregon

Attention: R. A. Collins

Gentlemen:

Reference is made to your letter of August 10 concerning the E. L. Rigdon contract, No. 2167, Poe Valley Section, in Klamath County.

You are advised that the contract was approximately 97 per cent complete on July 10, 1939. The total amount paid to date is $18,221.37 and the retained percentage is $1,317.63.

Very truly yours,

JM:AM

Secretary

#2167 -

"PERMANENT AS THE PYRAMIDS"
Pyramid Concrete Products
Established

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

#2 G.

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

August 12, 1939

Mr. H B Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Would you kindly let us have the following information by return mail. The date of completion or acceptance by the eigineer of the E L Rigdon job at Klamath Falls known as the Malin County Road, Klamath County, and whether or not all money due and coming to them has been paid.

Thanking you for this information we remain,

Yours truly,

COLLINS CONCRETE AND STEEL PIPE CO

BY R. A. Collins

R. A. Collins.

RAC:JH

July 10 -

E - $19,739.00
G - $ 1,517.63
Pd - $18,221.37

9790

MEMBER ASSOCIATED GENERAL CONTRACTORS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 19-A-1

August 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 19-A (1),

Bonanza-Malin Road

, was made by

a representative of this office on July 19, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

205

Form 330—5M—7-38

FAS 13-A-1

O ON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15 1939, 193

Section Poe Valley

Kind of work Grading & Surfacing

Highway Bonanza - Malin County Road

Section prefix 218 - 1022

Contractor E.L.Rigdon

Contract number 2167

Date of contract April 6 1939, 193

Date of completion September 15 1939, 193

Date work started April 18 1939, 193

Estimated date of completion July 11 1939, 193

Amount of contract . . . . . . $ 20235.00

Per cent of time elapsed 59 %

Estimated cost of completed project, exclusive of engineering . . . . $ 20253.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1215.00, %

Date project was completed July 11 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project was completed on July 11th.

The field engineering has been completed and final computations are being made in the office. It is expected that the semi-final estimate will be forwarded from this office before August 1st.

xLL W.E.Chandler, Division Engineer, inspected the project on Wednesday, July 12th.

No more weekly reports will be made for the project.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

Form 5-A-1 5M 5-37

COMMISSIONERS

RECEIVED
JUL 1 3 1930
OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MIS

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 9M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 13 1939
OREGON
STATE HIGHWAY COMMISSION

FAS 19-A-1

Klamath Falls
July 12 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED

Mr W.H.Lynch, Dist.Eng.
Public Roads Administration
Portland Oregon.

Dear Sir,

This is to advise that all work pertaining to the grading and surfacing of the Poe Valley Section of the Bonanza - Malin County Road, in Klamath County, F.A.S. 19-A (1), State Highway contract # 2167, was completed July 11th 1939.

Very truly yours,

Resident Engineer.

cc
R.H.Baldock
W.E.Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

June 26, 1939

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 19-A (1),
Poe Valley Section of the
Bonanza-Malin Road

RECEIVED
JUN 27 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Highway Engineer

RECEIVED
MAY 10 1939
FOR FILING

19-A-1

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Poe Valley Section, Project No. FAS 19-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 19-A(1)

POE VALLEY SECTION OF THE

BONANZA-MALIN ROAD IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

All Required		Clearing and Grubbing		$ 1,000.00
160	cu. yds.	Trench Excavation	1.20	192.00
26,400	cu. yds.	Excavation, Single Classif.	.32	8,448.00
12,000	yd. mi.	Truck Haul	.10	1,200.00
2.99	miles	Finishing Roadbed and Slopes	250.00	747.50
1,000	lin. ft.	Rounding Cutbanks	.08	80.00
380	lin. ft.	18" Concrete Pipe	1.85	703.00
450	lin. ft.	24" Concrete Pipe	2.45	1,102.50
130	lin. ft.	36" Concrete Pipe	5.90	767.00
8,500	cu. yds.	Cinder Surfacing	.30	2,550.00
13,000	yd. mi.	Hauling Cinders	.10	1,300.00
500	M-gal.	Sprinkling	1.25	625.00
320	lin. ft.	Treated Piling	1.00	320.00
12	FBM	Treated Lumber	100.00	1,200.00
			Subtotal	$ 20,235
			10% Engr. & Cont.	2,023
			Total	$ 22,258

Length 2.988 miles
Cost per mile $ 7,449

FAS Funds Requested- -	$ 13,360
State Funds- -	8,898
	$ 22,258

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County February 9, 1939
and by Highway Commission March 3, 1939

RECEIVED
APR 28 1939
FOR FILING

7nd19-a-1

April 27, 1939

Mr. E. L. Rigdon

Paisley, Oregon

Dear Sir:

We are mailing to you today a fully executed copy of Contract No. 2167 which was awarded to you on April 6, 1939, for grading and surfacing the Poe Valley Section of the Bonanza-Malin County Road, in Klamath County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
APR 28 1939
FOR FILING

7Ld 19-9-1

April 27, 1939

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2167 which was awarded to E. L. Rigdon on April 6, 1939, for grading and surfacing the Poe Valley Section of the Bonanza-Malin County Road, in Klamath County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

FORM 5-B-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

RECEIVED
APR 2
FOR

OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

April 25th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. R. G. Smith

Dear Sir:

We submit herewith Price Agreement #1 on the Poe Valley Project covering the construction of frame bent bridge in lieu of pile bent bridge at Station 394+50.

Resident Engineer Weaver advises that solid rock is encountered two feet below the ground surface at this site which necessitates this change. He states that it will not be necessary to secure any additional authorizations as the amount of piling eliminated will more than offset the cost of concrete and additional timbers.

Attention is called to Drawing No. 6681 which accompanied the plans specifying a maximum bulkhead height of 4'. As this structure is a very short span and has 6' to 7' in clearance please advise if it will not be satisfactory to increase this bulkhead height.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. J. B. Weaver

Encls.

RECEIVED
APR 21 1939
FOR FILING

-19-a-1

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

April 20th, 1939.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

RE: Contract No. 2167 -- E. L. Rigdon, Paisley, Ore.
CONTRACT - 2.09 Mi. Grading and Surfacing - Poe
Valley Section on the Bonanza-Malin County Road
in Klamath County, Oregon.

We are mailing to you today under separate cover by express the above captioned contract in quadruplicate on behalf of E. L. Rigdon, Contractor, and in favor of the State of Oregon.

When these contracts have been approved by the Commissioners, will you kindly return one copy to this office for the completion of our records as surety on the contract bond of Mr. Rigdon?

Thanking you most kindly in advance, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,

By Phil M. Lively
Phil M. Lively,
Manager of the Bond Department.

MAB

cc: G. Cyrus Bishop
Office.

AT *Both* FAIRS YOU ARE INVITED TO VISIT
the Laboratory for Living
SPONSORED BY THE ÆTNA LIFE AFFILIATED COMPANIES

In New York • In the Business Systems and Insurance Building

In San Francisco • In the Hall of Science, near Ferry Entrance

[illegible]

April 11, 1939

Mr. E. L. Rigdon
Paisley, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2167 which was awarded to you on April 6, 1939, by the State Highway Commission, covering the grading and surfacing of the Poe Valley Section of the Bonanza-Malin County Road, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

P. S. We are sending this package to Lakeview, that being the express office nearest to Paisley.

HBG

April 8, 1939

Mr. E. L. Rigdon

Paisley, Oregon

Dear Sir:

This is to advise you that the State Highway Commission on April 6, 1939, awarded you the contract for 2.99 miles grading and surfacing on the Poe Valley Section of the Bonanza-Malin County Road, in Klamath County. This award was based on your low bid of $20,235 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
FOR

19-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 19-A (1), the Poe Valley section of Bonanza-Malin County Road, to E. L. Rigdon, Paisley, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 5-9-1 2500 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
APR 4
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

April 3rd
1939

19-a-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

(Attention: Mr. H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the POE VALLEY Section of the Bonanza Malin County Road for 2.99 miles of grading and surfacing:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing	All	Specified		350.00
2.	Trench Excavation	160	cu. yds.	1.25	200.00
3.	Excavation, Single Classif.	26,400	cu. yds.	0.45	11,880.00
4.	Truck Haul	12,000	yd. mi.	0.15	1,800.00
5.	Finishing Roadbed & Slopes	2.99	miles	200.00	598.00
6.	Rounding Cutbanks	1,000	lin. ft.	0.08	80.00
7.	18-inch Concrete Pipe	380	" "	1.75	665.00
8.	24-inch Concrete Pipe	450	" "	2.75	1,237.50
9.	36-inch Concrete Pipe	130	" "	5.75	747.50
10.	Cinder Surfacing	8,500	cu. yds.	0.30	2,550.00
11.	Hauling Cinders	13,000	yd. mi	0.08	1,040.00
12.	Sprinkling	500	M-Gals.	1.50	750.00
13.	Treated Piling	320	lin. ft.	1.25	400.00
14.	Treated Lumber	12	M-FBM	100.00	1,200.00
			Total amount of Estimate		$ 23,498.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
MAY 1 8 1939
FOR FILING

19-A-1

March 14, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Please be advised that all right of way has been acquired on the Poe Valley Section, Project No. FAS 19-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FORM 9-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 23 1939

FAS-19-(1)

March 11, 1939

Mr. T. M. Davis
Senior Highway Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

There are enclosed herewith three copies of an agreement executed by the County Court of Klamath County, in which the county agrees to provide a right of way 60 feet in width and to maintain a section of the Malin-Bonanza County Road in Poe Valley, Project FAS 19-A (1). There are also enclosed three copies of a resolution ~~relative~~ to encroachments and traffic, executed by the Klamath County Court.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

RECEIVED
MAY 16 1939
FOR FILING

19-(1)

March 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page No. 1, for the Poe Valley Section, Project No. FAS 19-A (1), which page has been revised by changing the time of receiving bids to April 6, 1939.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

February 27th
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the POE VALLEY Section of the Bonanza-Malin County Road, Klamath County, 2.99 miles of grading and surfacing:

Item No.	Item				Unit Price	Amount
1.	Clearing & Grubbing				Lump	$ 100.00
2.	Trench Excavation	160	cu. yds.	@	1.00	160.00
3.	Excavation, Single Class	26,400	" "	@	0.45	11,880.00
4.	Truck Haul	12,000	yd. mi.	@	0.15	1,800.00
5.	Finishing Roadbed and Slopes	2.99	miles	@	150.00	448.50
6.	Rounding Cutbanks	1,000	lin. ft.	@	0.10	100.00
7.	18" Concrete Pipe	380	lin. ft.	@	1.50	570.00
8.	24" Concrete Pipe	450	lin. ft.	@	2.50	1,125.00
9.	36" Concrete Pipe	130	lin. ft.	@	6.00	780.00
10.	Cinder Surfacing	8,500	cu. yds.	@	0.30	2,550.00
11.	Hauling Cinders	13,000	yd. mi.	@	0.10	1,300.00
12.	Sprinkling	500	M-Gals.	@	1.50	750.00
13.	Treated Piling	320	lin. ft.	@	1.25	400.00
14.	Treated Lumber	12	M-FBM	@	100.00	1,200.00
	Total Amount of Estimate					$ 23,163.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

NOTED
Highway Engineer

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILING

Contract [illegible]

County Road

January 25, 1939

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

In regard to the cattle passes on the Bonanza-Malin county road in Klamath county, no information was received concerning the width desired for the cattle passes at station 394+50 and 456. I presume that the one at station 394+50 should be the full width of the sixteen foot I beam on account of the creek. Also note there is a 24" culvert at 395+50. I presume that is for an irrigation ditch and must be put in regardless of the cattle pass. There is also a 36" pipe at station 455. Must this also be installed even if there is a cattle pass located at station 456.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF
CC To:

C. B. McCullough

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 15, 1939

Filed

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary project FAS 19-A (1), the Poe Valley section of the Bonanza-Malin Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 16 1939
FOR FILING

19 (1)

February 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Poe Valley Section, Project No. FAS 19-A (1).

Likewise are enclosed four copies of a statement concerning the status of right of way required.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 19-A(1)

POE VALLEY SECTION OF THE

BONANZA-MALIN ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 11, 1939

All Required		Clearing and Grubbing		$ 100.00
160	cu. yds.	Trench Excavation	$ 1.00	160.00
26,400	cu. yds.	Excavation, Single Classif.	.45	11,880.00
12,000	yd. mi.	Truck Haul	.15	1,800.00
2.99	miles	Finishing Roadbed and Slopes	200.00	598.00
1,000	lin. ft.	Rounding Cutbanks	.10	100.00
380	lin. ft.	18" Concrete Pipe	2.00	760.00
450	lin. ft.	24" Concrete Pipe	3.00	1,350.00
130	lin. ft.	36" Concrete Pipe	6.00	780.00
8,500	cu. yds.	Cinder Surfacing	.30	2,550.00
13,000	yd. mi.	Hauling Cinders	.10	1,300.00
500	M-gal.	Sprinkling	1.50	750.00
320	lin. ft.	Treated Piling	1.25	400.00
12	M-FBM	Treated Lumber	120.00	1,440.00
			Subtotal	$ 23,968
			10% Engr. & Cont.	2,396
			Total	$ 26,364

Length 2.988 miles
Cost per mile $ 8,823

FAS Funds Requested- -	$ 15,820
State Funds- -	10,544
	$ 26,364

While all necessary right of way has not been acquired on the Poe Valley Section of the Bonanza-Malin Road, Project No. FAS 19-A (1), the right to occupy and to use all right of way required for proper execution of the project has been acquired.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

FORM 2-A-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 8 1938
FOR FILING

Co. road
Projects
Committee [illegible]

December 7, 1938.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

The plans for the Poe Valley Section of the Bonanza-Malin County Road in Klamath County, as submitted, called for approximately 11,000 cu. yds. of borrow material for embankment between station 345 and 385.

A truck haul item is also shown which averages slightly more than a one mile haul distance. Will you please furnish the location of the prospective source for borrow materials, the hauling route and state the nature or kind of materials.

Please give us this information at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
1938
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

December 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I went over the Poe Valley again the other day with the County Engineer and Mr. Weaver and decided that two culverts which have been recommended are too small. I wish the following changes:

36" Culvert at Station 376, changed to 48"
48" Culvert at Station 394+50, changed to 72"

The County Engineer stated that there was a big runoff at certain times and on the old road there is a span bridge. I want to be sure that these pipes are large enough.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER
DIVI

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const
Inspection
County roads

November 17th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover, we are this date forwarding to your office via express the following data pertaining to the proposed POE VALLEY section of the Bonanza-Malin County Road grading and cinder surfacing project in Klamath County:

2	Copies, Special Provisions
3	Copies, Engineer's Estimate
3	Copies, Statement of Source of Materials
2	Copies, Statement of Information
1	Copy, Resident Engineer's letter of Explanation
1	Copy, County Engineer's Letter of Authority to enter and remove materials from county leased cinder pit
2	Rolls Platted Cross-Sections
2	Books, Field Notes
1	Book, Coordinate Sheets
1	Book, Earthwork Computation Sheets
1	100' = 1" Detail Map, hard copy
1	Blue Print of Profile

Please note that on the profile we have indicated some recommendations and changes in sizes and locations of culverts.

In regard to filler material mentioned in the special provisions, we have submitted a sample of a sand deposit, Laboratory Report No. 116488, which has been reported as suitable. However, we are withholding recommendations for source of filler materials pending the completion of the grading work as there is a likelihood that a much better filler may be opened up during grading operations.

The platted cross sections, profiles and hard copy detail map pertaining to the L-2 and L-3 lines which were abandoned, are being held here in the Division Office vault pending instructions from your office as to their disposition.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER
By:

RMS:f

CONTRACT# [redacted] 2168

FAS 246-B-1 E. Unit, Rhea Cr.-Heppner 1939
Sec., Wasco-Heppner Secon.
#2168 Hwy. [redacted]

RECEIVED
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FOR FILING

FAS 246-1-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 3, 1940

[illegible] 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith the final voucher for Oregon Federal Aid Secondary Project FAS 246-B (1), Rhea Creek-Heppner Section of the Wasco-Heppner Highway.

The voucher as submitted shows the amount of previous payments as $33,832, whereas our records indicate the actual payments have aggregated only $33,382. It therefore appears that the final voucher should claim $3,718 if the whole project agreement amount is to be collected. If you wish to increase the claim, please have both the "previous payments" and "net amount claimed" corrected and the changes initialled by an official authorized to sign vouchers. We will make corresponding corrections on the memorandum copies which are retained here.

Please return the voucher to this office for further action when the corrections have been made.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

[illegible]
[illegible] voucher to PRA
[illegible] & Mr. [illegible]
[illegible]

RECEIVE
JUN 4 1940
FOR

FAS 24-[illegible]-1

June 3, 1940

Mr. Boyd L. Erikson
Dayville, Oregon

Dear Sir:

In accordance with your request of May 31 we are handing you herewith a copy of your bill for lumber which was sold to Saxton, Looney & Risley.

Very truly yours,

JM:AM

Secretary

215

RECEIVED
[illegible] 3 - 1940
OREGON
STATE HIGHWAY COMMISSION

Dayville Ore
May 31 - 40

Oregon State Highway Comm.
Salem, Ore

Dear Sir:-

Will you send me a copy of the lumber bill I sent you on Saxton, Looney & Rigby, Acct as I sent you my original and I don't seem to find my copy. and thank you

Very truly yours
Boyd L Erickson

REFERRED TO
Mr. [illegible]
BY SECRETARY

prepare reply - send him copy of bill [illegible]

[illegible]

#2168

RECEIVED
MAY 2

FAS [illegible]-1

May 25, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of May 23, 1940, with copies of a claim inclosed which has been filed by the General Petroleum Corporation against the bond taken from Saxton, Looney & Risley in connection with state highway contract No. 2168.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

#2168

RECEIVED
MAY 2

FAS [illegible] -1

May 25, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of May 23, 1940, with copies of a claim inclosed which has been filed by the General Petroleum Corporation against the bond taken from Saxton, Looney & Risley in connection with state highway contract No. 2168.

In accordance with our usual practice we are today forwarding copies of the claim to the surety and the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

May 25, 1940

General Casualty Company of America
Mansfield and Company
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by the General Petroleum Corporation against the bond taken from Saxton, Looney & Risley in connection with state highway contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway.

This is being forwarded to you for attention and action inasmuch as you appear surety on the bond furnished by the contractor on the above-mentioned contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

cc - Saxton, Looney & Risley
Oak Grove, Oregon

COPY

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A Socony-Vacuum Company
813 S.W. Alder Street
Portland, Oregon

May 21, 1940

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, General Petroleum Corporation of California, has a claim for 220 gallons of Gargoyle Oils furnished in the sum of One Hundred Forty-Seven Dollars and Forty Cents ($147.40) against bond taken from General Casualty Company of America for the work of grading, surfacing and oiling Wasco-Heppner Secondary Highway in Morrow County, East Unit, Rhea Creek - Heppner Section, State of Oregon Contract #2168.

Very truly yours,

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA

By C. T. Kilgras
District Credit Manager

GR:LS

Endorsed: File No 2907
Filed May 23, 1940
EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

MAY 24

May 23, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by General Petroleum Corporation for $147.40 against the bond taken from General Casualty Company of America for work on contract No. 2168, which was recevied and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

#2168

RECEIVED
MAY 2
FOR

216

May 24, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of May 22, 1940, with copies of a claim inclosed which has been filed by the J. E. Haseltine Company against the bond taken from Saxton, Looney & Risley in connection with State Highway Contract No. 2168.

In accordance with our usual practice we are today notifying the surety and the contractor that the claim has been filed.

Very truly yours,

HBG:AM

Secretary

REFERRED TO

May 24, 1940

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by J. E. Haseltine & Company against the bond taken from Saxton, Looney & Risley in connection with state highway contract No. 2168. This is for your records and files.

Very truly yours,

HBG:AM

Secretary

cc
Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAY 23

May 22, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by J. E. Haseltine & Co. for $175.05 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co., surety, for work on contract No. 2168, which was received from Layton & Boyrie, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
encs. 3

COPY

NOTICE

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, J. E. HASELTINE & CO., has a claim for materials consisting of miscellaneous small tools, equipment and replacement and repair parts in the sum of Ond Hundred Seventy-five and 05/100ths - - - - - - - - - - (\$175.05) Dollars against the bond taken from Saxton, Looney & Risley, as principal, and General Casualty Co. of America, as Surety, for the work of 5-8/10 Miles grading, surfacing and oiling the East unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, known as Contract No. 2168.

J. E. HASELTINE & CO.

By K. A. Kessler
Credit-Manager

Endorsed: File No. 2906
Filed May 22, 1940
EARL SNELL,
Secretary of State

RECEIVED
APR 30 1940
FOR FILING

FAS 246-E-1

April 29, 1940

Wilbur, Beckett, Howell & Oppenheimer
Board of Trade Building
Portland, Oregon

Attention Mr. Calvin N. Souther

Gentlemen:

I will be glad to discuss with you the claim of the General Surety Company on Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, on which Sexton, Looney & Risley were the contractors, at 10 a. m. on Tuesday, May 14.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

April 26, 1940.

R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I have your letter of April 11,1940. In the meantime I have received the final estimate on contract No. 2168 East Unit,Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County on which Saxton, Looney & Risley were the contractors.

I will be pleased to discuss this matter with you upon your return from Santa Fe and will do nothing further about the final estimate until after I have heard from you.

Very truly yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Cal N. Souther

CNS/P

RECEIVED
APR 18 1940
FOR FIL

FAS 206-[illegible]-1

April 16, 1940

J. E. Haseltine & Company
115 S. W. 2nd Avenue
Portland, Oregon

Gentlemen:

Receipt is acknowledged of carbon copy of your letter of April 10, addressed to Mr. Earl Snell, Secretary of State, regarding the firm of Saxton, Looney & Risley against whom you have a claim in the amount of $175.05.

Surety for this firm on the East Unit, Rhea Creek-Heppner Section contract is General Casualty Company of America, Mansfield & Co., Agents, Lewis Building, Portland.

Very truly yours,

Secretary

cc Mansfield & Co.,
Lewis Bldg., Portland

REFERRED TO
BY SECRETARY

April 10, 1940

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

On account of Saxton, Looney & Risley having gone into the hands of receivers, it becomes necessary for us to inform you that we intend to file a claim against the insurance company, giving the State of Oregon the bond on this job. This claim amounts to $175.05 and is on the East Unit Rhea-Creek Heppner job, accepted by the State Highway Commission on December 8, 1939. Will you please give us the name of the insurance company.

Yours very truly,

J. E. HASELTINE & COMPANY

115 SW 28 Ave
Portland -

KAK:LT
cc: Oregon State Highway
Commission at Salem.

---

the Lewis Building, Portland.

Very truly yours,

HBG:AM

Secretary

RECEIVED
APR 13 1940
FOR FILING

7147

April 12, 1940

J. E. Haseltine & Co.
2nd Avenue and Ash St.
Portland, Oregon

Attention: K. A. Kessler

Gentlemen:

Your letter of April 10 directed to Mr. Earl Snell, Secretary of State, relative to your claim against Saxton, Looney & Risley, has been forwarded to this office for reply inasmuch as it is in connection with a state highway contract.

The project to which you refer is designated as state highway contract No. 2168 and is described as the grading, surfacing and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. The bond furnished in connection therewith was written by the General Casualty Company of America for whom Mansfield and Company are local agents with offices in the Lewis Building, Portland.

Very truly yours,

HBG:AM

Secretary

PIPE, VALVES AND FITTINGS TIRES AND BATTERIES

PHONE AT. 7511

IRON STEEL PIPE

J·E·Haseltine & Co.

DISTRIBUTORS

HEAVY HARDWARE
WELDING EQUIPMENT

MILL AND SHOP SUPPLIES
AUTOMOTIVE HARDWARE

2ND AVE. & ASH ST.
PORTLAND, OREGON

April 10, 1940

ANSWERED
H. B. GLAISYER

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

On account of Saxton, Looney & Risley having gone into the hands of receivers, it becomes necessary for us to inform you that we intend to file a claim against the insurance company, giving the State of Oregon the bond on this job. This claim amounts to $175.05 and is on the East Unit Rhea-Creek Heppner job, accepted by the State Highway Commission on December 8, 1939. Will you please give us the name of the insurance company.

Yours very truly,

J. E. HASELTINE & COMPANY

KAK:LT
cc: Oregon State Highway
Commission at Salem.

Respectfully referred to State Highway Commission

STATE DEPARTMENT

State Highway Engineer

RECEIVED
APR 12 1940
FOR FILING

7ad 246 R-1

April 11th, 1940

Wilbur, Beckett, Howell & Oppenheimer
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention: Mr. Souther.

Dear Sir:

I have noted your letter of April 6th, regarding claim for additional compensation on Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, Contractors, Saxton, Looney & Risley.

I am leaving this afternoon for Sante Fe, New Mexico to attend the annual meeting of the Western Association of State Highway Officials; however, upon my return I shall be glad to get in touch with you and arrange a conference for a time convenient for both of us.

Very truly yours,

State Highway Engineer

R

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

REFERRED TO
By Asst. State Highway Engineer

April 6, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem,Oregon.

Dear Sir:

In re Contract Co.2168 East Unit,Rhea Creek-Heppner Section of Wasco-Heppner Secondary Highway in Morrow County,Oregon.

On Feb.9,1940, Saxton,Looney & Risley addressed a letter to the Oregon State Highway Commission,attention W.C. Williams,Division Engineer,concerning various matters which, if decided favorably to the contractor,would mean that an additional allowance should be made. A copy of this letter was sent to this office.

We represent the General Casualty Company which was the surety on this job and have already received an assignment of any further payments to be made to the contractors for this work. We are,therefore,very much interested in knowing what the attitude of your department may be concerning these additional allowances.

We would like to have this matter disposed of before the final payment is made and will be pleased to discuss the matter with you personally if you will let us know when we may be heard. We enclose a copy of a letter just received from P.L.Crooks, who is the assignee for the benefit of the creditors of Saxton,Looney & Risley and who is likewise interested in the matter.

Please let us hear from you.

Very truly yours,

WILBUR,BECKETT,HOWELL & OPPENHEIMER,

By Cal N Souther

CNS/P
Enc.

AIR, STEAM, WATER HOSE
CONVEYOR BELTING
INDUSTRIAL BELTING OF ALL KINDS
AIR, HYDRAULIC AND STEAM PACKING
FIRE EXTINGUISHERS, NOZZLES AND SPRAYS
BATTERIES, TIRES AND TUBES
PIPE, VALVES AND FITTINGS
WIRE ROPE, ALL KINDS

P. L. CROOKS & CO., INC.
EQUIPMENT AND SUPPLIES
DISTRIBUTORS
COLUMBIA
EXPLOSIVES
2145 N. W. PETTYGROVE ST.
PORTLAND, OREGON

COMPRESSORS
DRILLS AND BITS
DUMP TRUCKS
SHOVELS
TRACTORS
MIXERS
HOISTS

TELEPHONES:
ATWATER 7767
BRDWAY 5327

April 1st 1940

Wilbur, Beckett, Howell & Oppenheimer
Board of Trade Building
Portland, Oregon

Gentlemen: Attention: Mr. Calvin N. Souther

Please be referred to a letter written by Saxton, Looney & Risley to the Oregon State Highway Commission at LaGrande, Oregon and attention of Mr. W. C. Williams, Division Engineer, under date of February 9th, 1940, a copy of which was sent to you.

Mr. J. S. Risley was in the office on March 28th and advised me that, in his opinion, their firm was entitled to approximately 3000 cubic yards of solid rock which had been classified as common excavation. He also advised that they had been estimated for a considerable amount of crushed rock material and shown as screen rejects and paid for as stock pile material at 25¢ per cubic yard while he contends that this material should have been paid for as stock pile material at their contract price which was around $1.00 per cubic yard.

I thought if these items had not been further called to the attention of the State Highway Commission that it should be done before the final estimate is rendered as it is very difficult to open up a claim of this kind after the final estimate has been rendered.

This for your information.

Yours very truly

P. L. Crooks

P. L. Crooks

TRUSTEE

PLC/le

#2168

March 29, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 27, enclosing three copies of a notice of claim by Roy Lichlyter in the sum of $48.28 against Sexton, Looney & Risley for truck hire in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in the records of the job to which it pertains and will see that copies of the notice thereof are forwarded to the contractor and his surety, General Casualty Company of America.

Very truly yours,

STATE HIGHWAY COMMISSION
By

3-29-30

Secretary

WBL

March 29, 1940

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that Roy Lichlyter has a claim of $48.28 against Saxton, Looney & Risley for truck hire in connection with the performance of State Highway Contract No 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for this contracting firm, we forwarding to you herewith a copy of this notice of claim, for your information and such action as it requires.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 27, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your files, three copies of a notice of claim by Roy Lichlyter for $48.28 against the bond taken from General Casualty Company of America for work on contract 2168, which was received and filed in this office on February 27th. The claim has been held pending receipt of an amended form but to date, the amended claim has not been filed.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs Lewis
BY SECRETARY

usual letter

HBG

COPY

Pendleton, Ore.
Feb. 26, 1940

Mr. Earl Snell
Secretary of State of Oregon
Salem, Ore.

Dear Sir:

Notice is hereby given that the undersigned, Roy Lichlyter, has a claim for truck hire on State Highway contract No. 2168 East Unit of Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, in the sum of $48.28 againstthe bond taken from General Casualty Company of America, for the work of hauling gravel at Heppner, above mentioned.

Yours truly,
ROY LICHLYTER

109 Hailey Ave.
Pendleton, Ore.

Endorsed: File No. 2890½
Filed Feb. 27, 1940
EARL SNELL, Secretary of State

#2168

March 26, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 22 enclosing three copies of a notice of claim by L. E. Barklow, in the amount of $223.32, against Saxton, Looney & Risley for hauling water for that firm when engaged in the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in the records of the job to which it pertains and will see that copies of the notice thereof are forwarded to the contractors and their surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WDL

March 26, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of theSecretary of State copies of a notice of claim by L. E. Barklow, in the amount of $223.32, against Saxton, Looney & Risley for hauling water for that firm when engaged in the performance of State Highway Contract No. 2148, Rhea Creek-Heppner Section (East Unit) on the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the firm of Saxton, Looney & Risley on this job, we are handing you herewith, for your information and such action as is requisite, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 22, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by L.E.Barlow for $223.32 against the bond taken from Saxton, Looney & Risley, principal, and the General Casualty Co., surety, for work on contract 2168 which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

REFERRED TO
Mrs. Lewis
BY SECRETARY

usual letters
OMS

COPY

Arago, Oregon
March 21, 1940

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, L. E. Barklow, has a claim for hauling water in the sum of Two hundred twenty-three dollars and thirty-two cents ($223.32) against the bond taken from Saxton, Looney & Risley and th General Casualty Co. for the work of contract #2168, East Unity of Heppner-Rhea Creek section of the Wasco-Heppner secondary highway in Morrow County.

Very truly yours,

L. E. Barklow
L.E. Barlow

Endorsed: File No. 2896
Filed 3/22/40
EARL SNELL,
Secretary of State

7Q8246-B-1

March 26, 1940

J. E. HASELTINE & COMPANY
2nd Avenue and Ash Street
Portland, Oregon

Gentlemen:

Replying to your letter of March 25, I have to advise you that the date of acceptance of the East Unit, Rhea Creek-Heppner job done by Saxton, Looney & Risley, was December 8, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

SPORTING GOODS
PIPE, VALVES AND FITTINGS
TIRES AND BATTERIES

PHONE AT. 7511

IRON STEEL PIPE
J·E·Haseltine & Co.
DISTRIBUTORS

HEAVY HARDWARE
WELDING EQUIPMENT
MILL AND SHOP SUPPLIES
AUTOMOTIVE HARDWARE

2ND AVE. & ASH ST.
PORTLAND, OREGON

March 25, 1940

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Won't you kindly let us know when the Highway Commission accepted the job done by Saxton, Looney & Risley at East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County.

Yours very truly,

J. E. HASELTINE & COMPANY

KAK:LT

STATE HIGHWAY COMMISSION
By

[illegible]

Secretary

[illegible]

[illegible]
[illegible]

7-1.9

FAS 216-B-1

March 18, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 15, enclosing three copies of a notice of claim by Sherman J. Frank in the amount of $953.40, against Saxton, Looney & Risley for explosives furnished said contracting firm in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are forwarded to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

March 18, 1940

GENERAL CASUALTY COMPANY OF AMERICA
    Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received notice, through the office of the Secretary of State, that Sherman J. Frank has a claim in the sum of $953.40 against Saxton, Looney & Risley for explosives furnished said contracting firm in connection with the performance of State Highway Contract No. 2168 – East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for Saxton, Looney & Risley on this job, we are forwarding to you herewith one of the copies of this notice of claim, for your information and such attention as is needed.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc – Saxton, Looney & Risley
    Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

MAR 1 [illegible]

March 15, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Sherman J. Frank for $953.40 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contract No. 2168, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S FM
encs. 3

COPY

SHERMAN J. FRANK

Du Pont Explosives Distributor

Located ½ mile West of Heights
on Belmont Road

Telephone 5693

Hood River, Oregon

March 13, 1940

TO: THE SECRETARY OF STATE, STATE OF OREGON, SALEM, OREGON:

Notice is hereby given that the undersigned, SHERMAN J. FRANK, has a claim for Explosives furnished in the sum of NINE HUNDRED FIFTY THREE DOLLARS FORTY CENTS ($953.40) against the bond taken from GENERAL CASUALTY COMPANY OF AMERICA, Mansfield & Co., Agents, Lewis Bldg., Portland, Oregon, for the work of SAXTON, LOONEY & RISLEY on Contract No. 2168, known as East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, Oregon, 5.8 miles grading, surfacing and oiling.

SHERMAN J. FRANK

Subscribed and sworn to before me this 14 day of March , 1940.

Truman Butler
Notary Public in and for the
State of Oregon, residing at
Notary Public for Oregon
My Commission expires July 2, 1940

(SEAL)

Endorsed: File 2894
Filed 3/15/40
EARL SNELL
Secretary of State

#2168

RECEIVED

FAS 240-E-1

March 9, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 7, enclosing three copies of a notice of claim by Howard-Cooper Corporation in the amount of $449.60 against Saxton, Looney & Risley for equipment rentals in connection with State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are promptly forwarded to the surety and the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2168

RECEIVE

FAS 240-B-1

March 9, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 7, enclosing three copies of a notice of claim by Howard-Cooper Corporation in the amount of $449.60 against Saxton, Looney & Risley for equipment rentals in connection with State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are promptly forwarded to the surety and the contractor.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

March 9, 1940

GENERAL CASUALTY COMPANY OF AMERICA
    Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that Howard-Cooper Corporation has a claim, in the amount of $449.60, against Saxton, Looney & Risley for equipment rentals in connection with State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm of Saxton, Looney & Risley on this job, we hand you herewith, for your information and for such action as is necessary, a copy of said notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - Saxton, Looney & Risley
     Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 7, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr.H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Howard-Cooper Corporation for $449.60 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on job no. 2168, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Secretary of State

S:FM
encs. 3

HOWAR D COOPER CORPORATION

307 S. E. Hawthorne Boulevard
Portland, Oregon

March 4, 1940

REGISTERED

Earl Snell
Secretary of State
Salem, Oreg.

Dear Sir:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, has a claim for equipment rentals in the sum of $449.60, against the bond taken from the General Casualty Company of America, for rentals supplied on the Saxton, Looney, & Risley contract for the construction of the South Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway- Job No. 2168.

Will you kindly acknowledge receipt of notice of this claim for our records.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. WILSON
B. A. Wilson

BW:PL
Enc.
cc: General Casualty Co.

Endorsed: File No. 2892
Filed March 7, 1940
EARL SNELL, Secretary of State

R.H. Baldock

F[illegible]ary 20th, 1940

COST ANALYSIS-FINAL REPORT
Wasco-Heppner Secondary Highway, E. Unit, Rhea Creek-Heppner Section
Grading, Surfacing & Oiling Contract 2168 Prefix 125-1005
Saxton, Looney & Risley, Contractors
L. R. Chandler, Resident Engineer

FAS 246-E-1

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$110.00	100%			$2,000.00
Trench Excavation	41.15	37.5 cu. yd.	1.10	3.00	112.50
Common "	3,38[illegible].[illegible]6	12,022.9 " "	0.28[illegible]	0.18	2,164.12
Solid Rock "	6,967.88	8,653.9 " "	0.805	0.81	7,009.66
Overhaul	237.42	11,870 yd. sta.	0.02	0.02	237.40
Truck Haul	586.50	1,955 yd. mi.	0.30	0.15	293.25
Finish Roadbed and Slopes	2,717.83	5.76 Miles	472.00	250.00	1,440.00
Rounding Cutbanks	589.50	5,895 lin. ft.	0.10	0.12	707.40
12" Corr. Iron Pipe	84.24	78 " "	1.08	1.50	117.00
18" " " "	358.72	236 " "	1.52	1.75	413.00
24" " " "	109.44	48 " "	2.28	2.70	129.60
30" " " "	132.00	48 " "	2.75	3.00	144.00
Salvaging Culvert Pipe	22.00	22 " "	1.00	1.00	22.00
Class "D" Concrete	1,384.14	46 cu. yd.	30.09	29.50	1,357.00
Metal Reinforcement	306.00	6,000 Lbs.	0.05	0.05	300.00
4"-2" Rock in Base	12,071.57	12,352 cu. yd.	0.98	0.80	9,881.60
3/4"-¼" " " "	6,113.97	6,256 " "	0.98	1.07	6,693.92
¼"-0" " " "	2,314.61	2,880 " "	0.98	1.07	3,081.60
3/4"-0" " " Shldrs. & Surf.	175.91	180 " "	0.98	1.07	192.60
Hauling Cr. Rock, Pile Measure	6,062.16	38,771.5 yd. mi.	0.156	0.10	3,877.15
Sprinkling	1,782.00	911.06 M-Gal.	1.96	2.25	2,049.89
* Preparation of Base	587.52	5.76 Miles	102.00	100.00	576.00
Mineral Aggregate in Place	10,084.63	4,350 cu. yd.	2.32	2.30	10,005.00

E. Unit, Rhea Creek-Heppner

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
SC-6 Road Oil in Place	$4,677.26	223.2 Tons	$21.00	$21.00	$4,687.20
RC-3 Asphalt in Seal Coat	1,351.75	64.506 "	21.00	21.00	1,354.63
3/4"-1/2" Cr. Rock in S.P.	1,057.00	1,000 cu. yd.	1.057	1.05	1,050.00
1/2"-1/4" " " " "	1,045.98	987.7 " "	1.057	1.05	1,037.09
Haul Cr. Rock, Pile Measure	198.80	994 yd. mi.	0.20	0.10	99.40
PA #1, Cement Rubble Masonry	174.30	11.62 cu. yd.	15.00	15.00	174.30
Screen Rejects	125.00	500 cu. yd.	0.25	0.25	125.00
	$65,348.66				$61,332.31

Total Cost	$65,348.66
Gross Revenue	61,332.31
Net Loss	$4,016.35

Net Loss Equals 6.5% of Gross Revenue

Detail of Cost

Labor:

Supervision	$1,716.00	
Labor	16,737.98	
State Industrial Accident Insurance	1,458.06	
Social Security & Unemployment Insurance	735.01	
		$20,647.05

Materials:

12" Corr. Iron Pipe	78 lin. ft.	at $0.74	$57.72	
12" " " " Bands	7 each	" 0.92	6.44	
18" " " "	236 lin. ft.	at 1.07	253.59	
18" " " " "	14 each	" 1.58	22.12	
24" " " "	48 lin. ft.	" 1.67	80.16	
24" " " " "	4 each	" 1.99	7.96	
30" " " "	48 lin. ft.	" 2.08	99.84	
30" " " " "	4 each	" 2.42	9.68	
Water			120.00	
SC-6 Road Oil	223.2 Tons)		1,575.47	
RC-3 Asphalt	64.506 ")			
				2,232.98

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental		$8,325.00	
Truck Rental		4,704.84	
Rented Equipment		2,163.45	
Gas, Oil and Grease		5,886.94	
Explosives		2,596.50	
Small Tools, Repairs & Misc.		4,789.45	
Move In and Out		987.47	
Bond	1% of Gross Revenue	613.32	
Home Office	1% " " "	613.32	
			30,680.29

Sub-Contracts:

Class "D" Concrete	46 cu. yd.	at $29.50	$1,357.00	
Metal Reinforcement	6,000 Lbs.	" 0.05	300.00	
Preparation of Base	5.76 Miles	" 100.00	576.00	
Placing Mineral Aggregate	4,350 cu. yd.	" 1.20	5,220.00	
*SC-6 Road Oil in Place	223.2 Tons	" 16.10	3,593.52	
*RC-3 Asphalt in Seal Coat	64.506 "	" 11.50	741.82	
				11,788.34
				$65,348.66

* Includes all but price of material

Breakdown of Crushing Costs

	Cost	Quantity	Unit Cost
Move In & Set Up	$2,255.74	28,505.7 cu. yds.	$0.079
Drill & Shoot Quarry	3,301.14	" " "	0.116
Quarry to Crusher	3,850.06	" " "	0.135
Crush	10,354.77	" " "	0.363
Overhead & Prorratable Expense	2,367.02	" " "	0.084
	$22,128.73	28,505.7 cu. yds.	$0.777

Sizes & Quantities Crushed

4" - 2" Rock in Base	12,352 cu. yd.
3/4" - 1/4" Rock in Base	6,256 " "
1/4" - 0" " " "	2,380 " "
3/4" - 0" Rock in Shldrs. & Surf.	130 " "
Mineral Aggregate	4,350 " "
3/4" - 1/2" Cr. Rock in S.P.	1,000 " "
1/2" - 1/4" " " " "	987.7 " "
Screen Rejections	500 " "
	28,505.7 cu. yds.

E. Unit, Rhea Creek-Heppner Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 5.3 miles of roadway. It was bid on April 6th, 1939; work was started April 22nd, and finished October 6th.

Drilling on solid material was commenced on May 1st. On May 8th, a small dozer started excavating, and on June 18th, a 3/8 cu. yd. shovel & trucks was moved on the job to assist, and by the middle of September a total of 20,676.6 cu. yds. had been excavated. Both the excavation work and the finishing of roadbed and slopes were performed in an ineffective manner, and consequently resulted in costs out of proportion to other jobs of similar nature.

The quarry used on this contract was composed of rock of dice character and excellent quality. Vertical drill holes were used, and the cost of drilling and shooting was low, about $0.12 per cu. yd. of crushed rock. When shot the rock broke in small fragments and required no reshooting. A 1 cu. yd. dragline shovel was used to load the material directly from quarry to hopper which was located ahead of the primary gyratory crusher. At times a RD-6 cat and dozer assisted by pushing material to within reach of dragline.

The crushing plant started operating August 3rd, and worked until October 4th to crush 28,505.7 cu. yds. While operating the plant averaged from 40 to 45 cu. yds. per hour. A great deal of lost time was experienced due to breakdown of the equipment, which was in poor condition when brought on job.

The preparing of the subgrade proved to be one of the bottlenecks on this job. It was never kept ahead of surfacing operations to any great distance. At times this caused temporary suspension of the laying of base rock in order that the subgrade could be prepared far enough in advance so as not to interfere with the rock work.

The equipment used on the street work, and especially the rollers, was in constant need of repair. This plus the low plant output tended to increase the street cost, which amounted to about $0.24 per cubic yard.

Except for the low bid on common excavation the prices on the items on this job were fair. With good equipment and efficient operation a profit should have been made on this contract.

F. W. Clymer
Cost Analyst

By . . Henry Jullum

#2168

RECEIVED

FAS [illegible]

February 19, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 16 enclosing three copies of a notice of claim by Columbia Equipment Company in the amount of $202.50 against Saxton, Looney & Risley for Roller Repair and Parts in connection with the performance of State Highway Contract No. 2168, East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have noted this claim in our records of this job and will today forward copies of the notice thereof to the contractors and their surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 19, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

This is to notify that Columbia Equipment Company has a claim of $202.50 against Saxton, Looney & Risley in connection with State Highway Contract No. 2168, East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

This claim has been filed with the Secretary of State, from whom we have received copies of the notice thereof. Inasmuch as you are surety for the contracting firm on this job, we hand you herewith, for your information, a copy of said notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 16, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. R. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Columbia Equipment Company for $202.50 against the bond taken from Saxton, Looney & Finley, principal, and General Casualty Company, surety, for work on contract No. 2168, which was received from Morton & Ekwall, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

J.F.
encl. 3

COPY

NOTICE OF CLAIM AGAINST CONTRACTOR'S BOND

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, COLUMBIA EQUIPMENT COMPANY, an Oregon corporation, 81 S.E. Yamhill Street, Portland, Oregon, has a claim for materials and provisions as follows:

Repair parts for Austin Roller #13203, consisting of 1 BR-46-B Transmission Case, including cap, bearing housing and gaskets,	$202.50

furnished to A. H. Saxton, W. C. Looney, and J.S. Risley, copartners, doing business as Saxton, Looney & Risley, for use in and actually used in the construction of the "East Unit" Rhea Creek-Heppner Section of the Wasco-Heppner Secondary highway in Morrow County, Oregon, being State Highway Commission Project No. 2235, contract No. 2168, awarded April 6, 1939, against the contractors' bond taken from said copartners, as principals, and General Casualty Company of America, a Washington corporation, their surety, April 20, 1939, in connection with their contract for constructing the above described highway.

COLUMBIA EQUIPMENT COMPANY,

By F. B. MC BATH
PRESIDENT

Corporate

Seal

Dated February 13, 1940.

Endorsed: File No. 2883
Filed Feb. 16, 1940
EARL SNELL, Secretary of State

#2145
+ #2168

FHS 24-15-1

February 19, 1940

Hon Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 16 enclosing three copies of each of two notices of claim by Leonard & Slate, in the amounts of $35.00 and $675.00, against Saxton, Looney & Risley, for work in connection with State Highway Contracts Nos. 2145 and 2168.

We have made note of these claims in our records of these jobs and will today forward copies of said notices to the contractors and their surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 19, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

This is to notify you that Leonard & Slate have two claims against Saxton, Looney & Risley, in the amounts of $35.00 and $675.00, one for roller hauling in connection with State Highway Contract No. 2168 and the other for shovel rent in connection with State Highway Contract No. 2145.

These claims have been filed with the Secretary of State, from whom we have received copies of the notice thereof. Inasmuch as you are surety for the contracting firm on this job, we hand you herewith, for your information and attention, a copy of each of said notices.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 16, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by Leonard & Slate for $35.00 and $675.00 against the bond taken from Sexton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contracts Nos. 2168 and 2145 which have been received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

FM
encs. 6

COPY

LEONARD & SLATE

General Contractors
Multnomah, Oregon

February 15, 1940

Mr. Earl Snell
Secretary of the State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, LEONARD & SLATE, Multnomah, Oregon, has a claim for hauling roller in the sum of Thirty-five dollars ($35.00) against the bond taken from General Casualty Company of America for hauling Leonard & Slate's roller to Saxton, Looney, & Risley, Contract #2168 (State of Oregon), covering the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway. Hauling Roller (Leonard & Slate's) from Service Creek to Heppner, Oregon, August 9, 1939.

State of Oregon)
) ss
County of MULTNOMAH)

I, CHAS. H. LEONARD... being first duly sworn, deppse and say, upon oath, that I am... Partner of LEONARD & SLATE: That I have knowledge of the above-described claims; that the foregoing account is just and correct; that the service therein specified has been furnished on Contract No. 2168 , as stated; that the charge therefore is reasonable, and that no part thereof has been heretofore paid.

CHAS. H. LEONARD
CHAS. H. LEONARD

Subscribed and sworn to before me
this 15th day of February, A. D. 1940

ELLY J. JENSEN
Notary Public for Oregon
My commission expires 3-11-41

Endorsed: File No. 2885
Filed Feb. 16, 1940
EARL SNELL
Secretary of State

COPY

LEONARD & SLATE

General Contractors

Multnomah, Oregon

February 15, 1940

Mr. Earl Snell
Secretaryof the State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, LEONARD & SLATE, Multnomah, Oregon, has aclaim for Shovel rental in the sum of Six hundred seventy-five dollars ($675.00) against the bond taken from General Casualty Company of America for rock production with Sexton, Looney, & Risley, contract #2145 (State of Oregon), covering the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, for 75-Loraine 1¼ yd Shovel. June and July, 1939, 27 days @ $25.00 per day, price agreed upon by Mr. Risley.

State of Oregon)
) ss
County of MULTNOMAH)

I, CHAS. H. LEONARD... being first duly sworn, depose and say, upon oath, that I am.....Partner of LEONARD & SLATE; that I have knowledge of the above-described claims; that the foregoing account is just and correct; that the service therein specified has been furnished on Contract No. 2145, as stated; that the charge therefore is reasonable, and that no part thereof has been heretofore paid.

CHAS. H. LEONARD
CHAS. H. LEONARD

Subscribed and sworn to before me
this 15th day of FEBRUARY, A. D. 1940

ELLY J. JENSEN
Notary Public for Oregon

My commission expires 3-11-41

(SEAL)

Endorsed: File No. 2884
Filed February 16, 1940
EARL SNELL,
Secretary of State

#2168

FAS 246-E-1

February 19, 1940

Mr. Roy Lichlytee
109 Bailey Street
Pendleton, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 13, addressed to the State Labor Commission and forwarded by that office to us for reply. Your letter has reference to your claim against Saxton, Looney & Risley, in the amount of $48.28, for truck hire in connection with State Highway Contract No. 2168, East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We are noting this claim in our records of this job, and, in accordance with our usual practice, we shall forward notice thereof to the contractors and their surety, General Casualty Company of America. We note that you have already done the same, which is the correct procedure. In addition thereto, (in order more fully to protect your claim should you not secure satisfaction through the surety) you should file your claim through the office of the Secretary of State in accordance with the provisions of Section 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed for your information and guidance.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 19, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received notice from Roy Lichlytee that he has a claim against Saxton, Looney & Risley, in the sum of $48.20, for truck hire in connection with State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm on this job, we are advising you of this claim against it, that you may give it due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

BRANCH OFFICE
MADISON BUILDING, 1130 S. W. 3RD AVENUE
PORTLAND, OREGON
W. E. KIMSEY
DEPUTY COMMISSIONER
W. A. CARTER, JR.
ATTORNEY
BRANCH OFFICE
KLAMATH FALLS, OREGON
O. D. MATTHEWS
DEPUTY COMMISSIONER

STATE OF OREGON
BUREAU OF LABOR
STATE WELFARE COMMISSION
C. H. GRAM
COMMISSIONER
301 STATE LIBRARY BUILDING
SALEM, OREGON

CHAS. A. LEE
CHIEF INSPECTOR
SALEM, OREGON
W. R. VOLHEYE
CHIEF ELECTRICAL ENGINEER
SALEM, OREGON
DOROTHY HITE
CHIEF CLERK
SALEM, OREGON

February 15, 1940

State Highway Commission
Building

Attention Mr. James McFarland

Dear Mr. McFarland:

We are enclosing a letter from Jerome Steiner and one from Roy Lichlytee. These are the claims I talked to you about over the telephone. I have written to these boys and advised them that their letters were referred to you and that you will write them direct and tell them just what can be done.

Thanking you for your co-operation, I am

Yours very truly,

COMMISSIONER

CHG:H

#2168

Pendleton Ore
Feb 13-1940

The State Labor Commission
Dear Sirs-

In regards to the State Highway job did by "Saxton" Bowden & Moore at Heppner Oregon, I have $45.25 net due me for truck hire, in august 1939. I have been trying to collect this amount and I also sent a letter to the bonding co of whom I have their address, but ~~and~~ they would not ans. So will you please see what you can do about this.

Thanking you in advance
I am —

Sincerely yours
Roy Lichtyte
109 Hailey st
Pendleton
Ore

RECEIVED
[illegible]
Labor Com

RECEIVED
FEB 17 1940

FAS 246-B-1

#2168

February 16, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 13, enclosing three copies of a notice of claim by Tum-a-Lum Lumber Company, in the amount of $38.60, against Saxton, Looney & Risley for materials furnished by said claimant to said contractors in connection with the performance of State Highway Contract No. 2168, Rhea Creek-Heppner Section.

We have made note of this claim in our records of the job to which it pertains and will today forward to the contractors and their surety copies of said notice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

NBL

February 16, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State copies of a notice of claim by Tum-a-Lum Lumber Company, in the amount of $38.60, against Saxton, Looney & Risley, for lumber, cement, and sand furnished by said claimant in connection with the performance of State Highway Contract No. 2148.

Inasmuch as you are surety for the contracting firm on this job, we hand you herewith a copy of said notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 13, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Tum-A-Lum Lumber Companyfor $38.60 against the bond taken from Paxton, Looney & Risley, for work on the Heppner Spray Highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

Walla Walla, Washington
February 9, 1940

TO THE STATE OF OREGON:

Notice hereby is given that the undersigned, Tum-A-Lum Lumber Company, has a claim for Lumber, Cement, and Sand, as per enclosed itemized statement, in the sum of Thirty-eight dollars and sixty cents- - - - - - -$38.60, against the bond taken from Saxton, Looney & Risley, for work on Heppner Spray Highway.

TUM-A-LUM LUMBER COMPANY

By A.E.Chambers
Credit Manager

Saxton, Looney & Risley
Heppner, Oregon
Debtor
To TUM-A-LUM LUMBER COMPA NY
General Offices: Walla Walla, Wash.

1939					
July 29	18 2x4-16 Rgh	102 ft.			
	8 2x6-16 Rgh.	128 ft.	$25	8.00	8.00
	(By D. Lytle)				
Sept. 1	2 sax cement			2.00	
	2 yards sand		$4	8.00	
	6 1x4-10 Rgh	20 ft		.50	10.50
	(By M. Melville)				
Aug. 31	2 1x12-4 S4S	8 ft.		.30	
	4 1x8-8 Shiplap	21 ft.		.65	
	1 yard sand			4.00	
	2 sax cement			2.00	6.95
	(By K. Patton)				
Sept. 2	4 saxs cement			4.00	4.00
	(by O. E. Leek)				
Sept. 5	4 saxs cement			4.00	4.00
	(by O. E. Leek				
Sept. 6	4 saxs cement			4.00	
	10 ft. Blind stop			.15	4.15
	(By O.E. Leek				
Sept. 15	1 sax cement			1.00	1.00
	(by O.E. Leek)	Balance			38.60

Endorsed: File No. 2881
Filed Feb. 13, 1940
EARL SNELL, Secretary of State

RECEIVED
[illegible]
FOR FILING

#2168

February 16, 1940

HON. EARL SNELL
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 13 enclosing three copies of a notice of claim by Contractors Equipment Corporation, in the sum of $36.60, against Saxton, Looney & Risley for work in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section.

We have made note of this claim in our records of the job to which it pertains and will today forward to the contractors and their surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

February 16, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received through the office of the Secretary of State three copies of a notice of claim by Contractors Equipment Corporation, in the amount of $36.60, against Barton, Looney & Risley, for material (screen cloth) furnished by said claimants in connection with State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section.

Inasmuch as you are surety for this contracting firm, we hand you herewith, for your information and such action as you deem necessary, a copy of said notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Barton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 13, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Contractors Equipment Corporation for $36.60 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contract No. 2168 which was received and filed in this office on February 10th.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

CONTRACTORS EQUIPMENT CORPORATION
1215 Southeast Grand Avenue
Portland, Oregon

February 7, 1940

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned (Contractors Equipment Corporation) has a claim for material (screen cloth) in the sum of $36.60 against the bond taken from General Casualty Company of America (represented by Mansfield and Company, Lewis Bldg., Portland, Ore.) for the work in connection with Contract No. 2168 with the Oregon State Highway Commission for East Unit, Rhea Creek-HeppnerSection of the Wasco-Heppner Secondary Highway.

Contractors Equipment Corporation

ROBERT D. VIAL
Robert D. Vial

P. S. The Principal in the contract #2168 with the Oregon State Highway Commission is Saxton, Looney, and Risley, Oakgrove, Ore.

Copy to: Mansfield and Co.
Lewis Bldg.
Portland, Ore.

Endorsed: File No. 2879
Filed Feb. 10, 1940
EARL SNELL,
Secretary of State

RECEIVED
[illegible]
FOR FILING

#2168

FAS 516-E-1

Mar [illegible]

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 14 enclosing three copies of a notice of claim by Eino Pekkola, in the amount of $172.26, against Sexton, Looney & Risley for truck hire in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary State Highway, in Morrow County.

We have noted this claim in the records of the job to which it pertains and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 15, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State and also a letter from Eino Pekkola, advising of the claim of said Eino Pekkola, in the amount of $172.28 against Saxton, Looney & Risley for Dump Truck Hire in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm on this job, we enclose herewith, for your information and such action as is necessary, a copy of the notice of said claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc Sapton, Looney & Risley

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 14, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Lino Pekkola for $172.28 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contract No. 2168, which claim is assigned to Y. F. Winans and was filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encs. 3

COPY

WAGE & LABOR -- CLAIM

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:- Re:- Eino Pekkola
Wage & Labor Claim
East Unit-Rhea Creek-Heppner
Section of Wasco-Heppner
Secondary Highway-Morrow County
State Contract 2168

Notice hereby is given that the undersigned, Eino Pekkola has a claim for Dump Truck Hire in the sum of $172.28 against the bond taken from Saxton, Looney & Risley of Oakgrove, Ore. and the General Casualty of America (C/9 Mansfield & Co. Lewis Bldg. Portland, Ore) for the work of East Unit-Rhea Creek-Heppner Section of Wasco-Heppner Secondary Highway State contract No 2168.

Signed EINO PEKKOLA
Claimant

Witness William Marshall

I, Eino Pekkola, Claimant do herewith authorize payment of the above sum, $172.28 directly to Y. P. Winans of Pendleton, Oregon.

Signed EINO PEKKOLA

Copy to
Oregon State Highway Dept.
General Causualty Co.

Endorsed: File No. 2882
Filed Feb. 14, 1940
EARL SNELL, Secretary of State

#2168

RECEIVED

FAS 246-R-1

February 15, 1940

Mr. Eino Pekkola
Arlington, Oregon

Dear Sir:

This acknowledges receipt of your notice of claim against Saxton, Looney & Risley, in the amount of $172.28 for Dump Truck Hire in connection with the performance of State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. We have also received copy of your notice of claim filed through the office of the Secretary of State.

In accordance with our usual practice, we are forwarding to the contractors and their surety a copy of said notice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

WAGE & LABOR-- CLAIM

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:-

Re:- Eino Pekkola
Wage & Labor Claim
East Unit-Rhea Creek-Heppner
Section of Wasco-Heppner -Morrow County
Secondary Highway
State Contract 2168

Notice hereby is given that the undersigned, Eino Pekkola has a claim for Dump Truck Hire in the sum of $172.28 against the bond taken from Saxton, Looney & Risley of Oakgrove, Ore. and the General Casualty of American (C/o Mansfield & Co. Lewis Bldg. Portland, Ore) for the work of East Unit-Rhea Creek-Heppner, Section of Wasco-Heppner Secondary Highway State contract No 2168

Signed Eino Pekkola
Claimant

Witness William Marshall

I, Eino Pekkola, Claimant do herewith authorize payment of the above sum, $172.28 directly to Y. P. Winans of Pendleton, Oregon.

Signed Eino Pekkola

Copy to
Oregon State Highway Dept.
General Causualty Co.

Eino Pekkola
Arlington, Oregon

Oregon State Highway Dept.
Salem, Oregon

ARLINGTON
FEB 13
4 PM
1940
OREG.

February 10, 1940

tention: Geo. Ritter, Dist. Credit Manager.

your letter of February 9th concerning
Sweston, Looney & Risley.

tte Creek Summit-Branson Creek and
Grant and Wheeler Counties, was com-
cepted August 18, 1939.

t Unit, Rhea Creek-Heppner Section
Highway in Morrow County, was completed
d December 8, 1939.

e have no special forms for filing
wever, for your information we are
copy of Chapter 290, Oregon Laws, 1931.
the information desired.

ry truly yours,

Secretary.

FEB 13
FOR FIL

FA-5 240-D-1

February 10, 1940

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Geo. Ritter, Dist. Credit Manager.

Gentlemen:

Reference is made to your letter of February 9th concerning contracts Nos. 2145 and 2168 of Shaton, Looney & Risley.

Contract No. 2145, Butte Creek Summit-Branson Creek and Flat Creek John Day Sections in Grant and Wheeler Counties, was completed July 18, 1939, and was accepted August 18, 1939.

Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, was completed October 6, 1939, and was accepted December 6, 1939.

You are advised that we have no special forms for filing claims against contractors. However, for your information we are attaching hereto a mimeographed copy of Chapter 280, Oregon Laws, 1931. This copy no doube will give you the information desired.

Very truly yours,

Secretary.

Dict. by J. McFarland.

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON
SOCONY-VACUUM
GARGOYLE LUBRICANTS

February 9, 1940

Oregon State Highway Commission
Salem, Oregon

Contract 2145
John Day Highway

Gentlemen:

The above contract was awarded to Saxton, Looney and Risley and we would like to know if the work has now been completed and, if so, the date of the acceptance of the contract.

Please forward forms for filing claim against this contract.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:MS

FORM 3021

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM

GARGOYLE LUBRICANTS

FEB 1
STATE HIGH

February 9, 1940

Oregon State Highway Commission
Salem, Oregon

Contract 2168
Morrow County

Gentlemen:

The above contract was awarded to Saxton, Looney and Risley and we would like to know if the work has now been completed and, if so, the date of the acceptance of the contract.

Please forward forms for filing claim against this contract.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:MS

FORM 3031

#2145-
#2168-

February 10, 1940

General Casualty Company
of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of claim from Leonard & Slate against contractors Saxton, Looney & Risley, for shovel rent and services rendered as follows:

Rental of 75-Lorraine 1¼-yd. shovel during June & July, 1939 - 27 days at $25.00 per day ——— $675
(Furnished in connection with Contract No. 2145 covering furnishing of crushed rock for Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of John Day Highway.)

Hauling roller from Service Creek to Heppner, on August 9, 1939 ——————————— 35
$710

(Furnished in connection with Contract No. 2168 covering the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway)

The above information is given you inasmuch as you appear as surety on the bonds furnished by Saxton, Looney & Risley in connection with each of the above contracts.

Yours very truly,

HBG:MC

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

February 10, 1940

Leonard & Slate,
Multnomah, Oregon

Gentlemen:

Receipt is acknowledged of your letter of February 9 advising us of your claims against the bond furnished by Saxton, Looney & Risley in connection with their contracts Nos. 2145 and 2168, covering the Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway and the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, respectively.

The bonds furnished by Saxton, Looney & Risley in connection with each of these contracts were written by the General Casualty Company of America, for whom Mansfield and Company are the local agents with offices in the Lewis Building, Portland. In accordance with our usual practice we are today notifying the surety and the contractor of these claims.

Would suggest that you file notice of your claims with the Secretary of State, in accordance with Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

Yours very truly,

Secretary

HBG:MC

encl.

FRED H. SLATE
Multnomah, Ore.

SKILL, INTEGRITY RESPONSIBILITY

CHAS. H. LEONARD
Multnomah, Ore.

LEONARD & SLATE
GENERAL CONTRACTORS
MULTNOMAH, OREGON

February 9, 1940

Oregon State Highway Commission
Salem
Oregon

Dear Sirs:

We are making a claim to SAXTON, LOONEY & RISLEY'S Bondsmen for shovel rent on Contract No. 2145 on John Day Highway near Service Creek, Oregon.

The shovel rent is as follows:

75-Lorraine 1¼ Yd Shovel in rock quarry at Service Creek for the rock production of the John Day Highway--

June and July, 1939.... 27 days @ $25.00 per day, price agreed upon by Mr. Risley..............................	$ 675.00

We are also making claim to SAXTON, LOONEY & RISLEY'S Bondsmen on Contract No. 2168 near Heppner, Oregon, Gen. Cas. Co. of America Mansfield & Co. 3C

For Hauling Leonard & Slates' Roller from Service Creek to Heppner, Oregon, August 9, 1939.................	35.00
Total	$ 710.00

Very truly, yours,

LEONARD & SLATE

BY Chas. H. Leonard
CHAS. H. LEONARD

[illegible]

#2168

RECEIVED
FEB 10 1940
FOR FILING

FHS 3-L-B-1

February 9, 1940

Morton and Ekwall,
Yeon Building
Portland, Oregon

Attention: Mr. E. M. Morton

Gentlemen:

In reply to your letter of February 7 I am forwarding to you today, by express, certified copy of the contract and bond covering Saxton, Looney & Risley's contract for highway construction work near Heppner, in Morrow County. This is State Highway Contract No. 2168 and is described as follows: grading, surfacing and oiling the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. The bond furnished by Saxton, Looney and Risley in connection with this job was written by the General Casualty Company of America for whom Mansfield & Company are the local agents with offices in the Lewis Building, Portland.

Yours very truly,

HBG:MC

Secretary

February 9, 1940

General Casualty Company of
America,
Mansfield & Company, Agents,
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a communication from Morton and Ekwall, attorneys at law, Portland, attaching affidavit of claim of the Columbia Equipment Company against the bond furnished by Saxton, Looney & Risley in connection with State Highway Contract No. 2168 covering the grading, surfacing and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. This claim is in the amount of $202.50 and represents equipment furnished the contractor.

This information is given you as you appear as surety on the bond furnished in connection with this job.

Yours very truly,

HBG:MC

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

E. M. MORTON
WM. A. EKWALL
C. W. KIRK

MORTON AND EKWALL
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

February 7, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

We enclose affidavit on behalf of Columbia Equipment Company, made pursuant to the provisions of Sec. 67-1101 O.C. as amended, for the purpose of obtaining copy of contract and bond in effect with Saxton, Looney & Risley on a highway job in Morrow County. The exact description of the job is unknown, and we shall appreciate it very much if you will give us the information required before filing the claim.

Yours very truly,

MORTON & EKWALL

By E M Morton

Encl.
EMM/R

STATE OF OREGON,)
) ss
County of Multnomah.)

I, F. B. McBATH, being first duly sworn upon my oath depose and say:

That I am President of Columbia Equipment Company, an Oregon corporation, with offices and principal place of business at 81 S. E. Yamhill Street, Portland, Oregon; that said corporation is engaged in the business of selling and leasing roadworking machinery, equipment, and parts therefor, including road rollers; that said corporation has supplied to Saxton, Looney & Risley, engaged under contract with State Highway Commission in roadmaking and/or repairing near Heppner, Morrow County, Oregon, for use in construction and/or repair of highway, the following items for Austin Roller used therein, to-wit:

1 BR-46-B Transmission case, including cap, bearing housing and gaskets, $202.50,

which was actually used in the prosecution of construction and/or repair of said highway;

I further depose and say that the particular contract is unknown to the undersigned, and that this affidavit is executed for the purpose of securing certified copy of contract and bond in effect upon said job as provided by Section 67-1101 O. C. as amended.

F. B. McBath

Subscribed and sworn to before me this 8th day of February 1940.

N. C. McBath
Notary Public for Oregon
My commission expires

NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES SEPT. [illegible]

RECEIVED
FEB 8 1940
FOR FILING

FAS 216-15-1

February 8, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 7, 1940, inclosing copies of the notice of claim filed by Arthur Gentemann against the bond taken from Saxton, Looney & Risley in connection with their contract with the State Highway Commission, Contract No. 2168.

In accordance with our usual practice, we are today forwarding copies of this notice of claim to the surety and to the contractor.

Very truly yours,

Secretary

JM:AM

February 8, 1940

General Casualty Company of America
Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of notice of claim, in the amount of $44.77, which has been filed with the Secretary of State by Arthur Gentemann against the bond taken from Saxton, Looney & Risley in connection with contract No. 2168 which is for grading, surfacing and oiling the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Saxton, Looney and Risley in connection with the above mentioned contract.

Very truly yours,

JM:AM

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

COPY

Route 8, Box 92
Portland, Oregon
February 6, 1940

Secretary of State
Salem
Oregon

Dear Sir:

Notice hereby is given that the undersigned, Arthur Gentemann, has a claim for hauling crushed rock in the sum of $44.77, Forty-four and 77/100 dollars, against the bond taken from Saxton, Looney & Risley and General Casualty Co. for the work of contract #2168 near Heppner, Oregon.

Very truly yours,

ARTHUR GENTEMANN
Arthur Gentemann

Endorsed: File No. 2878
Filed February 7, 1940
EARL SNELL, Secretary of State

#2168

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

February 7, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Arthur Gentemann for $44.77 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co., surety for work on highway contract #2168, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
encs. 3

RECEIVED
FEB [illegible]
FOR FILING

FAS 216-K-1

February 8, 1940

Wilbur, Beckett, Howell & Oppenheimer,
Attorneys at Law
Board of Trade Building
Portland, Oregon

Attention: Calvin N. Souther

Gentlemen:

In reply to your letter of February 7 just received, wish to advise that we anticipate the next payment to Saxton, Looney & Risley in connection with their contract No. 2168, for the construction of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, will be made some time next week. The amount of the estimate, which I might state is semi-final estimate No. 9, is $3,699.39, and the warrant will be forwarded to the General Casualty Company of America, for whom Mansfield and Company are the agents, in accordance with the provisions of the assignment which we have in our file.

For your information, I might state that the retained per centage on this job amounts to $1,907.40.

Yours very truly,

HBG:MC

Secretary

R. W. WILBUR
H. B. BECKETT
F. C. HOWELL
E. K. OPPENHEIMER
ROBERT T. MAUTZ
CALVIN N. SOUTHER

WILBUR, BECKETT, HOWELL & OPPENHEIMER
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 8 - [illegible]

Feb. 7, 1940.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

I would appreciate it very much if you could let me know when we may receive payment of any further estimates or retained percentages on Contract No.2168-East Unit - Rhea Creek -Heppner Section of the Wasco - Heppner Secondary Highway in Morrow County, Oregon.

Please let me hear from you at your convenience.

Very truly yours,

WILBUR, BECKETT, HOWELL & OPPENHEIMER,

By Calvin N Souther

CNS/P

S. 7. Est. #9. $3,699.39 assigned to Surety. (G. C. Co of Amer
Mansfield
out to Contractors for signature.

Returned $1907.40

ANSWERED
H. B. GLAISYER

[illegible]IVED
[illegible]B 6 1940
FOR FILING

FES [illegible]

February 5, 1940

CONTRACTORS EQUIPMENT CORPORATION
1215 S. E. Grand Avenue
Portland, Oregon

Attention Robert D. Vial

Gentlemen:

We are in receipt of your letter of February 2, advising us of your claim, in the amount of $36.60, against Saxton, Looney & Risley, for wire screen cloth furnished them in connection with Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway.

In accordance with our usual practice we are today notifying the surety company of this claim, and it would be well for you to do the same. General Casualty Company of America is the surety company on this job, represented by Mansfield & Company, Lewis Building, Portland. In order further to protect your claim, in case you should not secure satisfaction thereof through the surety, you should file the same through the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, mimeographed copy of which is enclosed for your information.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 5, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

This is to notify you, as surety for Saxton, Looney & Risley, that Contractors Equipment Corporation have a claim against them, in the amount of $36.60, for wire screen cloth furnished them in connection with their work on State Highway Contract No. 2168 - East Unit, Rhea Creek Section, Wasco-Heppner Secondary Highway.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

UG TRUCKS
GORMAN-RUPP PUMPS
PARSONS SNOW PLOWS
THOR PNEUMATIC TOOLS
ROSCO OIL DISTRIBUTORS
KERRICK STEAM KLEANERS
INSLEY SHOVELS & CRANES
BAILY CONCRETE VIBRATORS
PARSONS TRENCHING MACHINES

CONTRACTORS EQUIPMENT CORPORATION
1215 SOUTHEAST GRAND AVENUE
PORTLAND, OREGON
PHONE: EAST 1767

SIMPLICITY SCREENS
WARCO ROAD GRADERS
DAVEY AIR COMPRESSORS
WAUKESHA POWER UNITS
UNIVERSAL ROCK CRUSHERS
MUNICIPAL AND COUNTY SUPPLIES
BLAW-KNOX CONSTRUCTION EQUIPT.
INSLEY CONCRETE PLACING EQUIPMENT
KOEHRING SHOVELS, CRANES & DUMPTORS

FEB 3 - 1

February 2, 1940

Secretary
Oregon State Highway Commission
Salem, Oregon

Subject: Claim for material furnished to Saxton, Looney, and Risley

Gentlemen:

On September 5, 1939 we furnished to Saxton, Looney, and Risley on their East Unit, Rhea Creek-Heppner Sectition of Wasco-Heppner of Wasco Heppner Secondary Highway, FAS 246-B(1) Job the following material which to date has not been paid:

2 Sections Wire Screen Clòth	$36.60

We hereby file with you our claim for the above amount.

Yours very truly,

Contractors Equipment Corporation

Robert D. Vial
Robert D. Vial

ASSOCIATE
MEMBER

#2145 +
2148

FAS 243-E-1

February 2, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 1, enclosing three copies each of two notices of claim by S-W-S Grinding & Machine Works, Inc., in the amounts of $425.46 and $162.82, for labor and materials, against Saxton, Looney & Risley, in connection with work on State Highway Contracts Nos. 2145 and 2148.

We have made note of these claims in the records of the jobs to which they pertain and will today forward to the surety and the contractor copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 2, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We hand you herewith a copy of each of two notices of claim by C-W-S Grinding & Machine Works, Inc., in the amounts of $428.46 and $182.82, against Saxton, Looney & Risley, which we have today received from the Secretary of State.

Inasmuch as you are surety for this contracting firm on State Highway Contracts Nos. 2148 and 2168, which are the jobs in connection with which the above claims are filed, we forward to you the above-mentioned copies for your information, and such action as is requisite.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 1, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by C-W-S Grinding & Machine Works, Inc. for $425.46 and $162.82 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contracts 2145 and 2168, which were received from Lewis, Lewis & Finnigan, Attorneys, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:Fm
encs. 6

Mrs Lewis
prepare usual letter
HBG

#2145

NOTICE

TO:

EARL SNELL, Secretary of State
Salem, Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, C-W-S GRINDING & MACHINE WORKS, INC., an Oregon corporation, of Portland, Oregon, has a claim for labor and materials for repair work, repair parts, and repairs made and furnished and used in keeping the equipment of SAXTON, LOONEY & RISLEY in repair and operating condition to the end that the work contracted for by and with the State of Oregon might be performed, and which work, labor and material was used and consumed in the prosecution of said contracted work. Said claim is in and for the sum of $162.82, and against the bond taken from Saxton, Looney & Risley, contractors, as principal, and General Casualty Company of America, as surety, for the work of furnishing crushed rock and gravel in stock piles for Butte Creek Summit-Branson Creek and Flat Creek-John Day section of John Day Highway in Grant and Wheeler Counties, Contract No. 2145.

C-W-S GRINDING & MACHINE WORKS, INC.
By: JOHN CHRISTENSEN
Treas.

Endorsed: File No. 2875
Filed Feb. 1, 1940
EARL SNELL,
Secretary of State

NOTICE

TO:

EARL SNELL, Secretary of State
Salem, Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, C-W-S GRINDING & MACHINE WORKS, INC., an Oregon corporation, of Portland, Oregon, has a claim for labor and materials for repair work, repair parts, and repairs made and furnished and used in keeping the equipment of SAXTON, LOONEY & RISLEY in repair and operating condition, to the end that the work contracted for by and with the State of Oregon might be performed, and which work, labor and material was used and consumed in the prosecution of said contracted work. Said claim is in and for the sum of $425.46, and against the bond taken from Saxton, Looney & Risley, contractors, as principal, and General Casualty Company of America, as surety, for the work of grading, surfacing and oiling 5.8 miles of the east unit of the Rhea Creek-Heppner section of the Wasco-Heppner secondary highway in Morrow County, Oregon, Contract #2168.

C-W-S GRINDING & MACHINE WORKS,INC.

By: JOHN CHRISTENSEN
TREAS.

Endorsed: File No. 2874
Filed Feb. 1, 1940
EARL SNELL
Secretary of State

#2168

FAS 246-C-1

February 1, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 29 enclosing three copies of a notice of claim by H. B. DeBok in the sum of $167.06 against Sexton, Looney & Risley for truck rental in connection with work on State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim on our record of this job and will today forward copies of the notice of the same to the contracting firm and its surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Louis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by H. E. DeBok, in the sum of $167.05, against Saxton, Looney & Risley, for truck rental in connection with that firm's work on State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm of Saxton, Looney & Risley on this job, we hand you herewith, for your information and attention, a copy of said notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 30 1940
STATE HIGHWAY COMMISSION

January 29, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by H.E. DeBok for $167.05 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on contract No. 2168, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

Willamette, Oregon

Jan. 28, 1940

To Earl Snell, Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned H. E.DeBok has a claim for truck rentel in the sum of one hundred Sixty seven and 05/100 ($167.05) dollars against the bond taken from Saxton, Looney, and Risley contractors, and General Casualty Company of America, Mansfield and Company, Agent, Lewis Building, Portland Oregon, for the work of contract No. 2168 of 5.8 miles of grading, surfacing and oiling East unit Rhea Creek-Heppner Section Wasco-Heppner secondery highway, in Morrow County Oregon.

H. E. DeBok
Box 122
Willamette, Oregon.

Endorsed: File No. 2867
Filed January 29, 1940
EARL SNELL
Secretary of State

#2168

FAS 216-B-1

February 1, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 31, enclosing three copies of a notice of claim by State Industrial Accident Commission, in the sum of $1181.90, against Sexton, Looney & Risley, for contributions due the state industrial accident fund in connection with work in the construction of the East Unit, Rhea Creek Section of the Wasco-Heppner Secondary Highway, in Morrow County, being State Highway Contract No. 2168.

We have made note of this claim in our records of the job to which it pertains, and will see that copies thereof are sent to the contracting firm and its surety, General Casualty Company of America.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by the State Industrial Accident Commission, in the sum of $1161.80, against Sexton, Looney & Risley, for contributions due the state industrial accident fund in connection with work on the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County, being State Highway Contract No. 2128.

Inasmuch as you are surety for the contracting firm on this job, we are sending you a copy of this notice of claim for your records and files and for such action as may be necessary.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Sexton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

FEB 1 -

January 31, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by State Industrial Accident Commission for $1181.90 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co. of America, surety, for work on the Rhea Creek-Heppner Section of the Wasco-Heppner Highway, which has been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Secretary of State

S:FM
encs. 3

Mrs Lewis
usual letters
HBG

COPY

STATE INDUSTRIAL ACCIDENT COMMISSION

Salem, Oregon

January 30, 1940

Firm No. 79141

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the state industrial accident fund in the sum of Eleven Hundred Eighty-one Dollars and Ninety Cents ($1181.90) against the bond taken from Saxton, Looney & Risley and the General Casualty Company of America for the work of constructing the Rhea Creek-Heppner Section of the Wasco-Heppner Highway.

Very truly yours,

L. O. ARENS
L. O. Arens
Commissioner

L:csc

Endorsed: File No. 2873
Filed January 31, 1940
EARL SNELL, Secretary of State

#2145+
#2168

FAS 21[illegible]-B-1

February 1, 1940.

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 31, enclosing three copies each of two notices of claim by Wadhams & Company in the amounts of $[illegible].96 and $783.67 against Sexton, Looney & Risley for tires and tubes furnished said contracting firm in connection with work on State Highway Contracts Nos. 2145 and 2168.

We have noted these claims on our records of these jobs and will today notify the contractor and its surety of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies each of two notices of claim by Wadhams & Company against Saxton, Looney & Risley, in the amounts of $398.98 and $752.67, for tires and tubes furnished s said contracting firm in connection with work on State Highway Contracts Nos. 2145 and 2160.

Inasmuch as you are surety for Saxton, Looney & Risley on these jobs, we hand you herewith, for your information and such action as may be necessary, a copy of each of said notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

FEB 1 -

January 31, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by Wadhams & Company for $398.98 and $738.67 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co. of America, surety, for work on contracts Nos. 2168 and 2145, which have been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 6

Mrs Ferris
usual letters
HBG

#2168

NOTICE

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, Wadhams & Company, has a claim for materials consisting of tires and tubes in the sum of Three Hundred Ninety-eight and 98/100ths ($398.98) Dollars against the bond taken from Saxton, Looney & Risley, as principals, and General Casualty Co. of America, as surety, for the work of 5-8/10 Miles grading, surfacing and oiling the East unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, known as Contract No. 2168.

WADHAMS & COMPANY

By E. G. Leihy
Credit Manager

Endorsed: File No. 2871
Filed January 31, 1940
EARL SNELL
Secretary of State

NOTICE

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, Wadhams & Company, has a claim for materials consisting of tires and tubes in the sum of Seven Hundred Thirty-eight and 67/100ths ($738.67) Dollars against the bond taken from Saxton, Looney & Risley, as principals, and General Casualty Co. of America, as surety, for the work of furnishing of Crushed Materials in stock pile on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Project on the John Day Highway in Wheeler and Grant Counties, known as Contract No. 2145.

WADHAMS & COMPANY

By E. G. LEIHY

Credit Manager

Endorsed: File No. 2872
Filed January 31, 1940
EARL SNELL
Secretary of State

#2145+
#2168

FAS 246-B-1

February 1, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 30, enclosing three copies of each of two notices of claim by Shell Oil Company, in the amounts of $4,035.81 and $[illegible].34, respectively, against Saxton, Looney & Risley, for petroleum products delivered to said firm in connection with work on State Highway Contracts Nos. 2145 and 2168.

We have made note of these claims in our records of the jobs to which they pertain, and are today notifying the contractors and their surety of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies each of two notices of claim by Shell Oil Company against Saxton, Looney & Risley, as follows:

> Claim in the amount of $592.34 for petroleum products furnished in connection with State Highway Contract No. 2145 - Butte Creek-Summit and Branson Creek & Flat Creek-John Day Sectionsofthe John Day Highway, in Grant and Wheeler Counties
>
> Claim in the amount of $4,095.51 for petroleum products furnished in connection with State Highway Contract No. 2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm of Saxton, Looney & Risley on these jobs, we are handing you herewith, for your information and attention, a copy of each of these notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible] VED
JAN 31 19[illegible]
[illegible] COMMISSION

January 30, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by Shell Oil Company for $4095.51 and $592.34 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on State Highway contracts Nos. 2168 and 2145, which were received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 6

JAN 31

2145

SHELL OIL COMPANY
Incorporated

1220 S.W. Morrison Street
Portland, Oregon

January 29, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to Saxton, Looney and Risley in the sum of $592.34 against the bond taken from General Casualty Company of America by Saxton, Looney and Risley, principals, for furnishing 10,500 cubic yards of crushed rock and 9,500 cubic yards of crushed gravel in stock piles, designated as Oregon State Contract 2145.

This notice is being filed with you in accordance with provisions of Chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
FRANK J. HURNER
Division Credit Manager

RER:GC

Endorsed: File No. 2870
Filed January 30, 1940
EARL SNELL
Secretary of State

2168

COPY

JAN 31

COMMISSION

SHELL OIL COMPANY
Incorporated

1220 S.W. Morrison Street
Portland, Oregon

January 29, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to Saxton, Looney and Risley in the sum of $4095.51 against the bond taken from General Casualty Company of America by Saxton, Looney and Risley, principals, far the work of grading, surfacing and oiling on the Wasco-Heppner Secondary Highway designated as Oregon State Contract 2168.

This notice is being filed with you in accordance with provisions of chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
FRANK J. HURNER
For Division Credit Manager

RER:GC

Endorsed: File No. 2869
Filed January 30 1940
EARL SNELL
Secretary of State

#2145?
#2168

FAS 316-F-1

February 1, 1940

LEWIS, LEWIS & FINNIGAN
Attorneys at Law
Suite 801 Public Service Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of January 31, enclosing a copy of each of two notices of claim by G-N-S Grinding & Machine Works, Inc., in the amounts of $425.46 and $162.32, against Sexton, Looney, & Risley for labor and materials furnished in connection with work on State Highway Contracts 2168 and 2145, respectively.

We have made note of these claims in our records of the jobs to which they pertain, and will also notify the surety, General Casualty Company of America, of the same. Their agent is Mansfield & Co., Lewis Building Portland. We assume that you also have notified them direct, and that you have filed your claim through the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 1, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Lewis, Lewis & Finnigan, Attorneys, Portland, advising us of the following claims against Saxton, Looney & Risley, for labor and materials furnished in connection with State Highway Contracts Nos. 2145 and 2168:

Contract No. 2145 - Butte Creek Summit-Branson Creek and Flat Creek-John Day - - - $162.82

Contract No. 2168 - East Unit, Rhea Creek-Heppner Section - - - - - - - - - - - - - - - - $425.46

Inasmuch as you are surety for the contracting firm on these two jobs, we are notifying you of these claims that you may give them due attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

LAW OFFICES OF
LEWIS, LEWIS & FINNIGAN
~~410 HENRY BUILDING~~
PORTLAND, OREGON

SUITE 801 PUBLIC SERVICE BUILDING

January 31, 1940

FEB 1 -

Oregon State Highway Commission
Salem
Oregon

RE: State Highway Contracts,
#2145 and #2168,
Saxton, Looney & Risley

Gentlemen:

We are filing herewith with you notice of claim of G-W-S Grinding & Machine Works, Inc., of Portland, Oregon, for labor and material furnished Saxton, Looney & Risley, and used in prosecution of the work called for by these two State Highway contracts.

Very truly,
Arthur H Lewis
ARTHUR H. LEWIS

AHL/mp
enc. 2

REFERRED TO
Mrs Lewis

Please prepare usual letters
You will note there are 2 claims

2168

NOTICE

TO:
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, C-W-S GRINDING & MACHINE WORKS, INC., an Oregon corporation, of Portland, Oregon, has a claim for labor and materials for repair work, repair parts, and repairs made and furnished and used in keeping the equipment of SAXTON, LOONEY & RISLEY in repair and operating condition, to the end that the work contracted for by and with the State of Oregon might be performed, and which work, labor and material was used and consumed in the prosecution of said contracted work. Said claim is in and for the sum of $425.46, and against the bond taken from Saxton, Looney & Risley, contractors, as principal, and General Casualty Company of America, as surety, for the work of grading, surfacing and oiling 5.8 miles of the east unit of the Rhea Creek-Heppner section of the Wasco-Heppner secondary highway in Morrow County, Oregon, Contract #2168.

C-W-S GRINDING & MACHINE WORKS, INC.

By: John Christensen
Treas.

2145

NOTICE

TO:
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

NOTICE IS HEREBY GIVEN, that the undersigned, C-W-S GRINDING & MACHINE WORKS, INC., an Oregon corporation, of Portland, Oregon, has a claim for labor and materials for repair work, repair parts, and repairs made and furnished and used in keeping the equipment of SAXTON, LOONEY & RISLEY in repair and operating condition to the end that the work contracted for by and with the State of Oregon might be performed, and which work, labor and material was used and consumed in the prosecution of said contracted work. Said claim is in and for the sum of $162.82, and against the bond taken from Saxton, Looney & Risley, contractors, as principal, and General Casualty Company of America, as surety, for the work of furnishing crushed rock and gravel in stock piles for Butte Creek Summit-Branson Creek and Flat Creek-John Day section of John Day Highway in Grant and Wheeler Counties, Contract No. 2145.

C-W-S GRINDING & MACHINE WORKS, INC.
By: John Christensen
Treas.

FOR [illegible]

#2168

FAS 246-E-1

January 31, 1940

Mr. Stewart Weiss
Attorney
STATE INDUSTRIAL ACCIDENT COMMISSION
BUILDING

Attention Robt. Brennan, Assistant

Dear Sir:

This acknowledges receipt of your letter of January 30, enclosing a copy of your notice of claim directed to the Hon. Earl Snell, Secretary of State, being your claim against state highway contractors Saxton, Looney & Risley in the amount of $1181.80, arising out of their contract with the State Highway Commission for the construction of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We are noting this claim in the records of the job to which it refers. We are also sending a copy of the claim to the General Casualty Company of America which wrote the bond for Saxton, Looney & Risley in connection with this job.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

January 31, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the State Industrial Accident Commission a copy of their notice to Hon Earl Snell, Secretary of State, of their claim against Saxton, Looney & Risley, in the amount of $1181.00, in connection with state highway contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm on this job, we hand you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

L. O. ARENS, CHAIRMAN
T. MORRIS DUNNE
C. M. RYNERSON
COMMISSIONERS

LEGAL DEPARTMENT
STEWART WEISS
ATTORNEY

January 30, 1940

Firm No. 79141

Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

We enclose herewith copy of notice forwarded today to the Honorable Earl Snell, Secretary of State.

This matter is also being taken up with the General Casualty Company of America, bondsmen for Saxton, Looney & Risley on the job referred to.

Kindly make such notations as are proper on your records.

Very truly yours

STEWART WEISS
Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

Robt Brennan
ROBT BRENNAN
Assistant to the Attorney.

l:csc

Enc.

ACKNOWLEDGED
E B GLAISYER

[illegible] COMMISSION
[illegible] OREGON

COPY

January 30, 1940

Firm No. 79141

Hon. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the state industrial accident fund in the sum of Eleven Hundred Eighty-one Dollars and Ninety Cents ($1181.90) against the bond taken from Saxton, Looney & Risley and the General Casualty Company of America for the work of constructing the Rhea Creek-Heppner Section of the Wasco-Heppner Highway.

Very truly yours,

L. O. ARENS
Commissioner

l:csc

FAS #46-B-1

January 31, 1940

WADHAMS & COMPANY
S. E. Third at Belmont
Portland, Oregon

Attention E. H. Leihy, Credit Dept.

Gentlemen:

This acknowledges your letter of January 30, enclosing copies of your notices served on the Secretary of State, and concerning your claims against Saxton, Looney & Risley, state highway contractors, one of which is in the amount of $398.98 against Contract No. 2166 for the construction of the East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County; the other being in the amount of $738.67 against the bond furnished by Saxton, Looney & Risley in connection with Contract No. 2146 for the furnishing of crushed materials in stock piles for the Butte Creek Summit-Branson Creek and the Flat Creek-John Day project on the John Day Highway, in Wheeler and Grant Counties.

We are noting these claims in the records of the jobs to which they refer, and we are sending a copy of each of the notices to the contractors and their surety, for their information.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MHL

WADHAMS

January 30, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We hand you herewith copies of notices of two claims by Wadhams and Company against Saxton, Looney & Risley in connection with the latter's work on State Highway Contracts Nos. 2145 and 2168.

Inasmuch as you are surety for the above-named contracting firm in connection with these jobs, kindly give these claims your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

HBG:MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

WADHAMS
& COMPANY
ESTABLISHED 1866

WHOLESALE GROCERS & FOOD MANUFACTURERS

TEL. EAST 0141
S. E. 3RD AT BELMONT
PORTLAND, OREGON

IVED
AN 31 1
ISSION

January 30, 1940

Secretary of State Highway Commission
Salem, Oregon

Dear Sir:

We enclose Notice of materials furnished Saxton, Looney, and Risley on Contract #2168 and Contract #2145.

Copies of these notices have been served on Secretary of State and the Agents of the Bonding Company.

Kindly protect our interest as far as possible.

Yours very truly,

WADHAMS & COMPANY

E.G. Leihy

E.G. Leihy
Credit Department

EGL:MH

ACKNOWLEDGEL
H. B. GLAISYER

#-14

NOTICE

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, Wadhams & Company, has a claim for materials consisting of tires and tubes in the sum of Seven Hundred Thirty-eight and 67/100ths ($738.67) Dollars against the bond taken from Saxton, Looney & Risley, as principals, and General Casualty Co. of America, as surety, for the work of furnishing of Crushed Materials in stock pile on the Butte Creek Summit-Branson Creek and Flat Creek-John Day Project on the John Day Highway in Wheeler and Grant Counties, known as Contract No. 2145.

WADHAMS & COMPANY

By E G Leihy

Credit Manager

#2168

N O T I C E

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, Wadhams & Company, has a claim for materials consisting of tires and tubes in the sum of Three Hundred Ninety-eight and 98/100ths ($398.98) Dollars against the bond taken from Saxton, Looney & Risley, as principals, and General Casualty Co. of America, as surety, for the work of 5-8/10 Miles grading, surfacing and oiling the East unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, known as Contract No. 2168.

WADHAMS & COMPANY

By E G Leiby

Credit Manager

#2164

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

REFER TO FILE NO.
IN REPLY PLEASE

FAS 246-B-1

January 30, 1940

Mr. Y. P. Winans,
% Perkins Bros., Inc.,
Pendleton, Oregon.

Dear Sir:

Your letter dated January twenty-ninth addressed to the Oregon State Highway Commission with respect to some financial negotiations with Saxton, Looney & Risley has been handed to me for reply.

I cannot tell you the exact financial status of Saxton, Looney & Risley other than to say that they seem to be having some financial difficulties which they are trying to work out, but what success they will have I do not know.

There has been some rumor about receivership but what the exact situation is I am not able to say. I think perhaps if you were to address a letter to Mr. Charles A. Mansfield, Lewis Building, Portland, Oregon, he may be able to give you some information.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. B. Glaisyer

REFERRED
forward
note & record on [illegible]

NOTED
H B GLA

E. L. PERKINS

Stop Super Service

Wrecking Service
Wheel Aligning

Body, Fender and Paint Shop

Lincoln Zephyr V-12 Mercury V-8

Perkins Bros., Inc.

Sales Ford Service

Box 779
Day Phone 526 -:- Night Phone 525
PENDLETON, OREGON

Distributors For GILMORE Petroleum Products and Kelly-Springfield Tires

RECEIVED

January 29th, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen:- Re: Saxton, Looney & Risley
Oakgrove, Ore.

On or about December 10th. 1939 the writer who is credit manager for Perkins Bros. Inc. forwarded toSAxton,Looney & Risley at Oakgrove an authorization signed by Eino Pekkola to pay balance of earnings due him from the Heppner Oregon, job approximating $172.00, directly to Y.P. Winans same to be applied on his delinquent Truck contract ,this Truck being used by Mr. Pekkola on this job.

~~This~~
To date Saxton, Looney & Risley have not paid this obligation nor ~~haxaxthey~~ has any word been received from them. Now we have information that jus t recently they are in the hands of a receiver. Therefore will your department kindly advise what it will now be necessary to do in order to collect on the above . An early reply would be much appreciated as Mr. Pekkola is not only delinquent on his truck contract but is also very much in arrears with his account with Perkins Bros. Inc. If this 'authorization on Saxton Looney, & Risley ' is of no value we would like to know at once so that steps may be taken to protect both the interests of the garage and myself who holds the chattel mortgate on this equipment.

Thanking you for your cooperation on the above, I am

Very truly yours
Y. P. Winans
Y P Winans

C/o Perkins Bros. Inc.
Pendleton, Ore.

DEFERRED TO Mr Weener

will you please answer this - would like to have the Com a copy of your reply for the personal files.
[illegible]

#2164

RECEIVED
[illegible]
FOR FILING

FAS 206-B-1

January 29, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 27, enclosing three copies of a notice of claim by Standard Oil Company of California, in the amount of $1,409.41, against Sexton, Looney & Risley for goods, wares, and merchandise furnished said contractors in connection with their work on State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in our records of this job and will today forward to the contractors and their surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MHL

January 29, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Standard Oil Company of California, in the amount of $1,409.41, against Saxton, Looney & Risley, for goods, wares and merchandise furnished said contractors in connection with their work on State Highway Contract No. 2168,- East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contractors on this job, we hand you herewith a copy of this notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBS.

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 29 1940
STATE HIGHWAY COMMISSION

January 27, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Standard Oil Co. of California for $1409.41 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co. of America, surety, for work on the East Unit-Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, contract 2168, which was received from Dey, Hampson & Nelson, Portland, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:Fm
encs. 3

REFERRED TO [illegible]
[illegible] letter

COPY

Portland, Oregon,
January 25, 1940.

To The State of Oregon,
Acting by and through the
State Highway Commission:

Notice is hereby given that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $1,409.41, against the bond taken from Saxton, Looney & Risley, principals, and General Casualty Company of America, surety, for the work of grading, surfacing, and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway; also furnishing 2,000 cubic yards crushed rock in stock piles, in Morrow County, Oregon, Job No. 2168.

STANDARD OIL COMPANY OF CALIFORNIA

By F. J. Waymire
Assistant to the District Sales
Manager at Portland, Oregon

Endorsed: File No. 2866
Filed January 27, 1940
EARL SNELL
Secretary of State

H.O. 55 60M 5-39

#161

SHELL OIL COMPANY
INCORPORATED
PORTLAND, OREGON

FAS 246-B-1

January 29, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products delivered to Saxton, Looney and Risley in the sum of $4095.51 against the bond taken from General Casualty Company of America by Saxton, Looney and Risley, principals, for the work of grading, surfacing and oiling on the Wasco-Heppner Secondary Highway designated as Oregon State Contract 2168.

This notice is being filed with you in accordance with provisions of chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs.

Will you kindly acknowledge receipt of this claim, stating that it has been properly filed?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

RER:CC

FRANK J. HORNER
Division Credit Manager

cc-Saxton, Looney & Risley - Oakgrove, Oregon
cc-General Casualty Company of American
Mansfield and Company, Agents, Board of Trade Building, Portland

cc-Oregon State Highway Commission, Salem, Oregon

REFERRED TO
McFarland
SHOWN BY

Form E-1-5M-3-30

FHS 246-E-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED
RAY WEBBER

For Week Ending Jan.27,1940, 193

Section East Unit,Rhea Creek-Heppner

Kind of work Grading,Surfacing & Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney& Risley

Contract number 2168

Date of contract April 16,1939, 193

Date of completion Sept.30,1939, 193

Date work started April 22,1939, 193

Estimated date of completion , 193

Amount of contract $59801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 63700.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $3666.62, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final Estimate Completed and sent in to the Division Office Wednesday the 24th.

RECEIVED
JAN 2 1940

NOTED
VAN SCOY

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	23892.8	21668		287.706	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

#2168

RECEIVED
JAN 27 1940
STATE HIGHWAY COMMISSION

ALFRED A. HAMPSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
J. C. DEZENDORF
ROSCOE C. NELSON, JR.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

FAS 246-B-1

January 26, 1940

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Re: State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway, in Morrow County.

Dear Sir:

We acknowledge receipt of and thank you for your letter of January 25th in regard to the above contract.

We enclose herewith copy of letter which we have written Honorable Earl Snell, Secretary of State, together with a duplicate original of the notice therein referred to.

Very truly yours,

Dey, Hampson Nelson

14/9

Enclosure

REFERRED TO
[illegible]

[illegible]

Portland, Oregon,
January 25, 1940.

To The State of Oregon,
Acting by and through the
State Highway Commission:

Notice is hereby given that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $1,409.41, against the bond taken from Saxton, Looney & Risley, principals, and General Casualty Company of America, surety, for the work of grading, surfacing, and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway; also furnishing 2,000 cubic yards crushed rock in stock piles, in Morrow County, Oregon, Job No. 2168.

STANDARD OIL COMPANY OF CALIFORNIA
By F. J. Waymire
Assistant to the District Sales
Manager at Portland, Oregon.

ALFRED A. HAMPSON
PAUL R. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
J. C. DEZENDORF
ROSCOE C. NELSON, JR.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

January 26, 1940

Hon. Earl Snell,
Secretary of State,
Salem, Oregon.

Dear Sir:

We enclose herewith notice of the claim of the Standard Oil Company of California against the bond taken from Saxton, Looney & Risley, principals, and General Casualty Company of America, surety, for the work of grading, surfacing, and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, Oregon, Job No. 2168.

Will you please place this notice on file as provided by Section 67-1101, Oregon Code, 1930, as amended, and advise us when that has been done.

Very truly yours,

14/9

Enclosure

#2145
#2168

[illegible]
JAN 2 [illegible]
FOR FILING
[illegible]-B-1

January 26, 1940

CWS Grinding & Machine Works, Inc.
Cor. 11th and Burnside Streets,
Portland, Oregon.

Attention: Mr. C. O. Wick.

Gentlemen:

Reference is made to your letter of January 24th concerning contracts of Saxton, Looney & Risley.

You are advised that the contracts which have recently been completed by the above firm are as follows:

Contract No. 2145 - Butte Creek Summit-[illegible] Creek and Flat Creek-John Day Section of the John Day Highway in Grant and Wheeler Counties, furnish 10,500 cu. yds. crushed rock and 9,500 cu. yds. crushed gravel in stock piles. This contractwas completed July 18, 1939, and was accepted August 18, 1939.

Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, 5.8 miles grading, surfacing and oiling. Was completed October 6, 1939, and was accepted December 8, 1939.

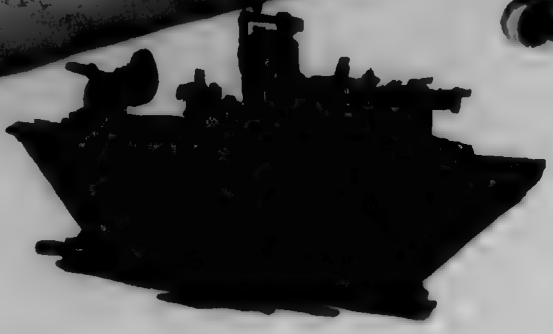
The bond furnished in connection with both of the above contracts was witten by the General Casualty Company of America, for whom Mansfield & Company, who have offices in the Lewis Building, Portland, are resident agents.

Very truly yours,

Secretary.

Dict. by J. McFarland.

J. CHRISTENSEN WICK C. H. STOKKE



NORTON CRANKSHAFT GRINDER

MACHINES OF THIS TYPE MEAN THE MOST EFFICIENT AND HIGHEST QUALITY CRANKSHAFT GRINDING

BRoadway -5454

C-W-S GRINDING AND MACHINE WORKS INC

QUALITY CYLINDER & CRANKSHAFT GRINDING
OVERSIZE PISTONS, PISTON-RINGS, PINS, & VALVES TO ORDER

DIESEL AND GAS ENGINE REBUILDING

Cor. 11th and Burnside Sts.. West Side, PORTLAND, OREGON

January 24th, 1940.

State Highway Dept.
Salem, Ore.

Gentlemen:-

Saxton, Looney & Risley, Contractors, of Oak Grove, Ore. have in coarse of completion or recently completed certain contracts of grading & surfacing and oiling in Morrow County, Contract No. 2168.They are also presumed to have done certain other jobs the location and description of which are not at this writing known in detail by us.

Will you kindly advise if our assumption in this matter is correct and also advise contract number of any other jobs, together with location and general description, in addition to the No. 2168 Contract in Morrow County mentioned in the foregoing.

We made certain repairs to equipment used by these people and information as requested desired so that proper claims may be presented to protect our interests for amounts due us from these contractors .

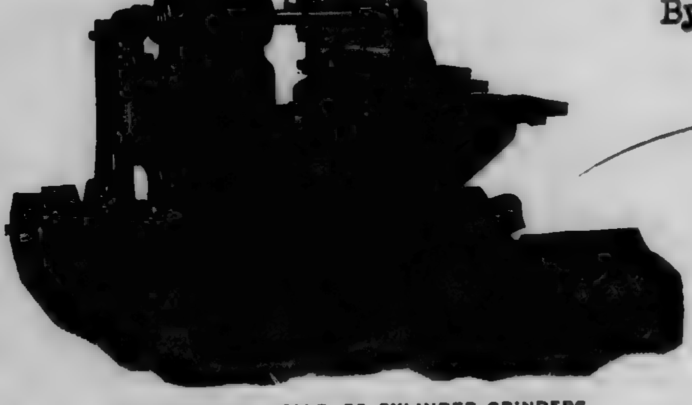
COW-n

Very truly yours,

CWS Grinding & Machine Works Inc.

By C.O. Wick

Jim
prepare reply
4784



WE HAVE TWO HEALD 80 CYLINDER GRINDERS. THE MOST ACCURATE MACHINES MADE

ACTIVE AUTOMOTIVE ENGINE REBUILDERS ASSOCIATION MEMBER

Associate Member, The Associated General Contractors of America

#2168

RECEIVED

January 25, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24 enclosing three copies of a notice of claim by Pacific Machinery & Tool Steel Company, in the amount of $556.68, against Saxton, Looney & Risley, for merchandise furnished in connection with State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are forwarded to the contracting firm and its surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 25, 1940

GENERAL CASUALTY COMPANY OF AMERICA
    Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of claim by Pacific Machinery & Tool Steel Company, in the amount of $556.68, against Saxton, Looney & Risley, for merchandise furnished in connection with State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contractors on this job, we hand you herewith a copy of this notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
    Oak Grove, Oregon

#2168

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 24, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Pacific Machinery & Tool Steel Co. for $556.68 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Co. of America, surety, for work on the highway contract 2168 which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S FM
encs. 3

for summary letter [illegible]

PACIFIC MACHINERY & TOOL STEEL CO.

Office and Warehouse
630 S. E.Belmont St.
Portland, Oregon

Jan. 23, 1940

Secretary of State
State House
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, the Pacific Machinery & Tool Steel Company, has a claim for material, Timken Rock Bits, in the sum of $556.68, as shown in the attached, itemized statement.

This merchandise was used on the State of Oregon Highway Job Number 2168 in Morrow County by Saxton, Looney and Risley, contractors, who are bonded by the General Casualty Company of America, Mansfield & Company, Agents.

Very truly yours,

PACIFIC MACHINERY & TOOL STEEL CO.

By W. T.Williamson
Credit Manager

WTW:ML
Encl.

Statement
In account with

PACIFIC MACHINERY & TOOL STEEL CO.

Portland, Ore.
Jan. 23, 1940

Saxton Looney & Risley
Oak Grove, Oregon

Terms: As noted on invoice - interest charged on accounts past due

1939	
Apr 13	26.88
27	49.25
May 2	49.25
11	13.32
16	90.72
19	25.20
26	56.64
31	95.58
Jun 12	30.00
14	57.50
14	25.94
16	17.40
17	15.00
19	30.00
24	87000
Aug. 9	87.00
	756.68 s
Sep. 13 Csh	200.00 -
	556.68 *

Endorsed: File No. 2863
Filed January 24, 1940
EARL SNELL, Secretary of State

#2145+
#2168-

RECEIVED
JAN 2

January 25, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 24, enclosing three copies each of two notices of claim by Balzer Machinery Company, in the amounts of $333.50 and $936.40, against Saxton, Looney & Risley for machinery rental in connection with work on State Highway Contracts Nos. 2145 and 2168.

We have made note of these claims in our records of these jobs and, in accordance with our usual practice, are today notifying the contractors and their surety of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

January 25, 1940

GENERAL CASUALTY COMPANY OF AMERICA
  MANSFIELD & COMPANY, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies each of two notices of claim by Balzer Machinery Company, in the amounts of $333.50 and $936.40, for machinery rental in connection with work on State Highway Contracts Nos. 2145 and 2168, respectively, with Saxton, Looney & Risley.

Inasmuch as you are surety for the contracting firm on these jobs, we are passing on to you herewith, for your information and attention, a copy of each of the aforesaid notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
     Oak Grove, Oregon

#2145+
#2168 -

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

[illegible] customary letter HBG

January 24, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H B.Glaisyer

There are enclosed for your information and files, three copies each of two notices of claim by Balzer Machinery Company for $333.50 and $936.40 against the bond taken from Saxton, Looney & Risley, principal, and General Casualty Company of America, surety, for work on State Highway contracts Nos. 2145 and 2168 which were received from C. O. Fenlason, Attorney, Portland, Oregon, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 6

COPY

NOTICE OF CLAIM

To the State of Oregon and State Highway Commission of the State of Oregon:

NOTICE is hereby given that the undersigned, Balzer Machinery Company, a copartnership composed of R. L. Balzer and Ethel Balzer, partners, has a claim for rental on:

1 - Model 105 Chicago Pneumatic Portable Air Compressor, Serial No. 29065.
3 - Pcs. 3/4" x 50' air hose, coupled.
1 - Chicago Pneumatic CP-42 Rock Drill, Serial No. 1074
1 - Lot Timken Drill Rods as follows:

3	2'	3	10'
3	4'	2	12'
3	6'	2	14'
3	8'	2	16'

from May 28, 1939 to September 27, 1939 at $234.10 per month - in the sum of $936.40, together with interest thereon as by law provided against the bond taken from the partnership Saxton, Looney & Risley, a partnership composed of A.A Saxton, W.C. Looney and J.S.Risley, principals on said bond and General Casualty Company of America, a corporation, surety upon said bond, for the work of highway construction and improvement described as East Unit Rhea Creek - Heppner Section of the Wasco - Heppner Secondary Highway in Morrow County, Oregon. That the State of Oregon contracted with said principals to do said work, said contract being known and described as above stated and bearing No. 2168.

That claimant rented said equipment to said principals for use and the same was used by them in the performance of the work covered by the aforesaid contract.

IN WITNESS WHEREOF, this notice is signed and dated this 22nd day of January, 1940.

BALZER MACHINERY COMPANY

By R. L. Balzer
Managing Partner

Endorsed: File No. 2865
Filed January 24, 1940
[illegible] Secretary of State

COPY

NOTICE OF CLAIM

To the State of Oregon and State Highway Commission of the State of Oregon:

NOTICE is hereby given that the undersigned, Balzer Machinery Company, a copartnership composed of R. L. Balzer and Ethel Balzer, partners, has a claim for rental on one 1'8" Traylor Type "TY" Gyratory Rock Crusher from May 9, 1939 to June 19, 1939, at $250.00 per month in the sum of $333.50, together with interest thereon as by law provided against the bond taken from the partnership Saxton, Looney & Risley, a partnership composed of A. A. Saxton, W. C. Looney and J. S. Risley, principals on said bond and General Casualty Company of America, a corporation, surety upon said bond, for the work of highway construction and improvement described as Fossil - Butte Creek, Summit - Branson Creek, and Flat Creek - John Day Rock Production Project, John Day Highway in Grant and Wheeler Counties, State of Oregon. That the State of Oregon contracted with said principals to do said work, said contract being known and described as above stated and bearing No. 2145.

That claimant rented said equipment to said principals for use and the same was used by them in the performance of the work covered by the aforesaid contract.

IN WITNESS WHEREOF, this notice is signed and dated this 22nd day of January, 1940.

BALZER MACHINERY COMPANY

By R. L. BALZER
Managing Partner

Endorsed: File No. 2864
Filed January 24, 1940
EARL SNELL
Secretary of State

RECEIVED
JAN 2
FOR [illegible]

[illegible] 246-B-1

January 25, 1940

DEY, HAMPSON & NELSON
Attorneys at Law
800 Pacific Building
Portland, Oregon

Re: State Highway Contract No. 2168,
East Unit, Rhea Creek-Heppner
Section, Wasco-Heppner Secondary
Highway, in Morrow County

Gentlemen:

In reply to your inquiry of January 24, you are advised that the date of acceptance of the above contract with Saxton, Looney & Risley by the State Highway Commission was December 8, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2168

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
PAUL R. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
FRANK C. McCOLLOCH
RICHARD R. MORRIS
J. C. DEZENDORF
ROSCOE C. NELSON, JR.

January 24, 1940

State Highway Commission,
Salem, Oregon.

Re: Saxton, Looney & Risley, Job No. 2168 - 5.8 miles of grading, surfacing and oiling, also furnishing 2000 cu. yds. crushed rock in stockpiles; East Unit, Rhea Creek-Heppner Section of Wasco-Heppner Secondary Highway

Gentlemen:

Will you be so kind as to advise us when the work covered by the above contract was accepted by you? If it has not as yet been accepted, please let us know when you expect that it will be completed.

Yours very truly,

Dey, Hampson & Nelson

14/16

[illegible]

RECEIVED
2
FOR FILING

#2145
#2168

FRS 246-E-1

January 24, 1940

Mr. C. O. Fenlason
Attorney at Law
Pittock Block
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 19 advising us of the claim of Balzer Machinery Company against Saxton, Looney & Risley for machinery rental in connection with prosecution of the work on State Highway Contracts 2145 and 2168, and submitting affidavit in support of such claim.

In compliance with your request, we are forwarding to you certified copies of the above-named involved contracts and bonds. Also, in accordance with our usual policy, we are today notifying the contractor and the surety of the claim, amount not stated.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

GENERAL CASUALTY COMPANY OF AMERICA
MANSFIELD & COMPANY, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

This is to advise you that we have today received from C. O. Fenlason, Attorney, Portland, affidavit of claim by Balzer Machinery Company against Saxton, Looney & Risley, amount not stated, for machinery rental in connection with this contracting firm's work in the performance of State Highway Contracts Nos. 2145 and 2168.

Inasmuch as you are surety for the contractor on this job, we are calling this claim to your attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

C. O. FENLASON
ATTORNEY AT LAW
PITTOCK BLOCK
PORTLAND, OREGON

TELEPHONE BROADWAY 5292

January 19, 1940

Oregon State Highway Commission,
Salem,
Oregon

Gentlemen: Re: Balzer Machinery Company

Enclosed herewith kindly find Affidavit of R. L. Balzer, which is self-explanatory, and will you please forward to me the requested certified copies of the described and involved contracts and bonds.

Thanking you for your favor herein.

Yours very truly,

COF/h
Encl.

#2145 – [illegible] + Wheeler
#2168 – [illegible] Co

2168

AFFIDAVIT

STATE OF OREGON,)
(ss.
County of Multnomah.)

I, R. L. Balzer, being first duly sworn, depose and say:

That I am the managing partner of Balzer Machinery Company, a copartnership; that said copartnership did rent to that copartnership known as Saxton, Looney & Risley equipment for use and which was used by said copartnership in the performance of that certain contract described as follows: Fossil - Butte Creek, Summit - Branson Creek, and Flat Creek - John Day Rock Production Project, John Day Highway in Grant and Wheeler Counties, contract No. 2145; and said Balzer Machinery Company did also rent to that copartnership equipment for use and which was used by said copartnership in the performance of that certain contract described as follows: East Unit Rhea Creek - Heppner Section of the Wasco - Heppner Secondary Highway in Morrow County, contract No. 2168, each of the aforesaid contracts made by said copartnership with the State of Oregon. That Balzer Machinery Company has not been paid for the equipment so rented.

This affidavit is made for the purpose of securing certified copies of the involved contracts and bonds as provided for by Chapt. 517 Ore. Laws 1939.

R. L. Balzer

Subscribed and sworn to before me this 20 day of January, 1940.

Lois Balzer Allen
Notary Public for Oregon.
My commission expires: Aug. 22, 1941

2168

FAS 346-B-1

January 22, 1940

Standard Oil Company of California,
Walla Walla, Washington.

Gentlemen:

Reference is made to your letter of January 15th concerning the Saxton, Looney & Risley Contract No. 2168, East Unit, Rhea Creek-Heppner Section in Morrow County.

You are advised that this contract was completed October 6th and was accepted by the Highway Commission December 8, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER

C. A. PERKINS
L. M. BUSSERT
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 56

WALLA WALLA, WASH.

JAN 17

January 15, 1940

Saxon, Looney and Risley
Contract No. 2168

Oregon State Highway Commission
Salem, Ore

Gentlemen:

Attention H. B. Glaisyer, Secy.

It would be appreciated if you would advise us the date of final acceptance of the work done under Oregon State Contract Job No. 2168, which called for grading, surfacing and oiling, East unit, Rhea Creek-Heppner section of Wasco-Heppner Secondary Highway in Morrow County.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA
R. T. VIVIAN, District Sales Manager

By R. T. Vivian
EBG

EBG:OB

REFERRED TO
SECRETARY BY

ABS

#2145 +
#2168

FAS 244-D-1

January 22, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 19, enclosing three copies of a notice of claim in the amount of $200 against Saxton, Looney & Risley for machinery rental for use in connection with State Highway contracts Nos. 2145 and 2168, by Cramer Machinery Co.

We are making note of this claim in our records of this job and shall today forward copies of the notice of this claim to the contractor and his surety.

Very truly yours,

State Highway Commission
By

Secretary

MBL

January 22, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfiled & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Cramer Machinery Company, in the amount of $200.00, against Saxton, Looney & Risley, for machinery rental in connection with State Highway Contracts Nos. 2145 and 2168.

Inasmuch as you are surety for the contracting firm on these two jobs, we hand you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January [illegible], 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Cramer Machinery Company for $[illegible] against the bond taken from [illegible], principal, and General Casualty Company, surety, for work on contracts Nos. [illegible] and [illegible], which was received and filed in this office today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encl. 3

Jim
[illegible]
H.B.G.

COPY

Portland, Oregon.
January 16, 1940.

To Earl Snell, Secretary of State, account Oregon State Highway Commission:

Notice is hereby given that the undersigned, Cramer Machinery Company has a claim for rental on One (1) Electric Generator set in the sum of Two Hundred ($200.00) Dollars against the bond taken from Saxton, Looney & Risley, account Gus Reichow, sub-contractor, General Casualty Company, surety, for the work of Highway Contracts No. 2145 and No. 2168.

CRAMER MACHINERY COMPANY

By C. P. CRAMER
Owner

Endorsed: File No. 2850
Filed Jan. 19, 1940
EARL SNELL
Secretary of State

FES =VC-K-1

January 22, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 20, enclosing three copies each of two notices of claim by Valvoline Oil Company, in the amounts of $48.18 and $112.34, against Saxton, Looney & Risley, for lubricating oils furnished in connection with the carrying out of state highway contracts Nos. 2145 and 2168.

We have made note of these claims in our records of this job and are today forwarding copies of the notices thereof to the contractor and the surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 22, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies each of two notices of claim by Valvoline Oil Company, in the amounts of $48.18 and $112.34, against Saxton, Looney & Risley, for lubricating oils furnished them in connection with the performance of State Highway Contracts Nos. 2145 and 2168.

Inasmuch as you are surety for the contracting firm on these jobs, we enclose, for your information and attention, a copy of each of these notices of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 26, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. R. B. [illegible]

There are enclosed for your information and files, three copies each of two notices of claim by [illegible] Company for $[illegible].16 and $1[illegible] against the bond taken from [illegible], Loomis, [illegible], principal, and General Casualty Company of America, surety, for Oregon state highway contracts Nos. [illegible] and [illegible], which have been filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
encs. 6

Jm
usual letter
[illegible]

COPY

Portland, Oregon

January 19, 1940

To: Earl Snell, Secretary of State

State of Oregon

Salem, Oregon

Notice hereby is given that the undersigned Valvoline Oil Company has a claim for lubricating oil furnished in the sum of Forty-eight Dollars and Eighteen Cents ($48.18) against the bond taken from Saxton, Looney, and Risley, contractors, and General Casualty Company of America, Mansfield & Company - Agent, Lewis Building, Portland, Oregon, for the work of Contract #2145 of furnishing crushed material in stock piles on the Butte Creek Summit - Branson Creek and Flat Creek - John Day Project on The John Day Highway in Wheeler and Grant Counties.

VALVOLINE OIL COMPANY

By GEO. F. PETERSON
District Manager

Endorsed: File No. 2860
Filed January 20, 1940
EARL SNELL
Secretary of State

Portland, Oregon

January 19, 1940

To: Earl Snell, Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned Valvoline Oil Company has a claim for lubricating oils furnished in the sum of One Hundred Twelve Dollars and Thirty-Four Cents ($112.34) against the bond taken from Saxton, Looney, and Risley, contractors, and General Casualty Company of America, Mansfield & Company - Agent, Lewis Building, Portland, Oregon, for the work of contract #2168 of 5.8 miles grading, surfacing, and oiling East Unit Rhea Creek - Heppner Section Wasco-Heppner Secondary Highway, Morrow County.

VALVOLINE OIL COMPANY

By Geo. F. Peterson
District Manager

Endorsed: File No. 2861
Filed January 20, 1940
EARL SNELL
Secretary of State

Form E-1—6M—3-39

REGON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 24-15-1

For Week Ending January 20,1940, 193

Section East Unit,Rhea Creek-Heppner

Kind of work Grading,surfacing,and oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney,and Risley

Contract number 2168

Date of contract April 16,1939, 193

Date of completion Sept.30,1939, 193

Date work started April 22,1939, 193

Estimated date of completion , 193

Amount of contract $ 59801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 63700.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 3666.62, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final complete except for some data needed from the contractor (Invoices).

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8	-	5.8	
Total estimated quantities	24000	21668		302 tons	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

FORM 5-A-1 8M 4-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

FPS - 16-E-1

January 18, 1940

Hon. Earl Snell
Secretary of State
Capitol Building

Attention: Russell Davenport

Dear Sir:

On January 4th you issued Highway Fund warrant No. R-172168 in favor of Saxton, Looney & Risley for an amount of $1,331.19 covering payment for estimate 7, contract 2168. At the request of the surety company, we temporarily held this warrant and we are now in receipt of an assignment given by Saxton, Looney & Risley to the General Casualty Company of America, which assignment I am attaching hereto, together with the warrant mentioned.

I would request that you kindly make the necessary addition to the original voucher in your office and correct the attached warrant to read as per the assignment, returning it to this office for mailing. This procedure will save considerable confusion between the parties concerned and your compliance will be appreciated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Accounting Division

CFS:EB
Encl.
cc H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED

HS 246-E-1

# 2145 +
# 2168

January 18, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 17, enclosing three copies each of notices of claim against Saxton, Looney & Risley, in connection with State Highway Contracts 2145 and 2168, by the following persons, in the amounts indicated:

Woodbury & Company	$104.46
Woodbury & Company	67.38
Willamette Hauling Company	190.24
Oregon-Washington Powder Co.	797.70
Oregon-Washington Powder Co.	1445.90

In accordance with our usual practice we are today forwarding copies of these notices of claim to the contracting firm and its surety, and have also noted the claims in our records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 18, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies each of notices of claim against Saxton, Looney & Risley in connection with their performance of State Highway Contracts Nos. 2145 and 2168, by the following, in the amounts listed:

#2168 –	Oregon-Washington Powder Co. –	Rhea Creek-Heppner –	$1,445.90
"	Willamette Hauling Co.-	" " "	190.24
"	Woodbury & Co.-	" " "	104.46
2145	Woodbury & Co.-	John Day Hwy., Grant & Wheeler Co.-	67.38
"	Oregon-Washington Powder Co.,	" " " "	797.70

Inasmuch as you are surety for the contracting firm on these two jobs, we are handing you herewith a copy of each of these claims for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 17, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies each of notices of claim against the bond taken from Sutton, Looney & Risley, principals, and General Casualty Company of America, surety, for work on highway contracts #2147 and 2168 as follows:

Woodbury & Company	$104.46
Woodbury & Company (1[illegible] S.W. Second Ave., Portland)	67.38
Willamette Hauling Co.	190.24
Oregon-Washington Power Co.	797.70
Oregon-Washington Power Co.	1445.90

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
Encs. 15

OREGON-WASHINGTON POWDER CO.

GIANT

EXPLOSIVES

Clackamas, Oregon

January 11, 1940

TO THE HONORABLE EARL SNELL, SECY OF STATE OF THE
STATE OF OREGON, AND TO THE STATE OF OREGON

Notice is hereby given that the undersigned, the Oregon-Washington Powder Co., has a claim for explosives in the sum of One thousand four hundred forty five and 90/100 dollars (1445.90) against the bond taken from Saxton, Looney & Risley, principals, and the General Insurance Co. of America, surety in connection with the prosecution of the work on five and 8/10 miles of grading, surfacing and oiling on the East Unit of Ray Creek, Heppner section, of the Wasco and Heppner Secondary Highway in Wheeler, Grant and Morrow Counties, An Oregon State Highway Commission Contract. Job No. F. A. S. 246-B(1).

Dated at Clackamas, Oregon, January 11, 1940.

OREGON-WASHINGTON POWDER CO.

W. F. Haberlach, Mgr.

ENDORSED:

File No. 2853
Filed, January 13, 1940
EARL SNELL, SECRETARY OF STATE

COPY

OREGON-WASHINGTON POWDER CO.

GIANT

EXPLOSIVES

Clackamas, Oregon

January 11, 1940

TO THE HONORABLE EARL SNELL, SECY OF STATE OF THE STATE OF OREGON, AND TO THE STATE OF OREGON.

Notice is hereby given that the undersigned, the Oregon-Washington Powder Co., has a claim for explosives in the sum of Seven hundred ninety seven dollars and 70/100 dollars (797.70) against the bond taken from Saxton, Looney & Risley, principals, and the General Insurance Co. of America, surety in connection with the prosecution of the work on Butte Creek, Summit Branson Creek and Flat Creek, John Day section, in John Day County. An Oregon State Highway Commission Contract.

Dated at Clackamas, Oregon, January 11, 1940.

OREGON-WASHINGTON POWDER CO.

W. F. HABERLACH, MGR.

ENDORSED;
File No. 2852
Filed January 13, 1940
EARL SNELL, SECRETARY OF STATE

COPY

WILLAMETTE HAULING CO.

1726 N. Flint Avenue

PORTLAND, OREGON

January 12, 1940

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Willamette Hauling Company has a claim for hauling miscellaneous contractor's equipment in the sum of one hundred ninety dollars and twenty-four cents ($190.24) against the bond taken from Saxton, Looney and Risley for the work on Oregon State Highway job near Heppner, Oregon.

Respectfully yours,

WILLAMETTE HAULING COMPANY

By VERN VAN HORN

VHB:EL

ENDORSED:

File No. 2856
Filed January 13, 1940
EARL SNELL, SECRETARY OF STATE

COPY

To	Mr. Earl Snell
Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned WOODBURY & COMPANY has a claim for material furnished in the sum of $67.38 against the bond taken from General Casualty Company of America, Mansfield and Company agents, Saxton, Looney and Risley, principals for the work of State Highway Contract 2145, commonly known as the John Day contract.

Signed:

WOODBURY & COMPANY

H. K. DENNEY, Cashier.

ENDORSED:

File No. 2855

Filed, January 16, 1940
EARL SNELL, Secretary of State

To Mr. Earl Snell
Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned WOODBURY & COMPANY has a claim for material furnished in the sum of $104.46 against the bond taken from General Casualty Company of America, Mansfield and Company agents, Saxton, Looney and Risley, principals for the work of State Highway Contract 2168, commonly known as the Heppner Contract.

Signed:

WOODBURY & COMPANY

H. K. DENNEY, Cashier

ENDORSED

File No. 2854

Filed, January 16, 1940

EARL SNELL, Secretary of State

#2145
#2168

January 18, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 17, enclosing three copies of a notice of claim by National Hospital Association, in the amount of $611.70, against Saxton, Looney & Risley for medical, surgical, and hospital care furnished in connection with Contracts Nos. 2145 and 2168, as follows:

2145 - Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties

2168 - East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County

We have made note of this claim in our records of this job and are today forwarding to the contractor and his surety, General Casualty Company of America, copies of said notice, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 18, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State enclosing three copies of a notice of claim by National Hospital Association, in the amount of $611.70, against Saxton, Looney & Risley, for medical, surgical, and hospital care furnished in connection with Contracts Nos. 2145 and 2168, as follows, respectively:

Butte Creek-Summit-Branson Creek and Flat Creek-John Day Sections of the John Day Highway, in Grant and Wheeler Counties

East Unit, Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway, Morrow County

Inasmuch as you are surety for the contractors on this job, we enclose, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 17, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files three copies of a notice of claim by National Hospital Association for $11.71 against the bond taken from [illegible], principal, and General Casualty Company of America, surety, for work on contracts Nos. [illegible] and 2145, which was filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]
Encl. 3

COPY

TO THE STATE OF OREGON AND TO THE SECRETARY OF STATE
OF THE STATE OF OREGON:

Notice is hereby given that the undersigned, National Hospital Association, an Oregon corporation, has a claim for furnishing medical, surgical and hospital care and other attention incident to sickness and injury, in the sum of $611.70 against the bond taken from Saxton, Looney and Risley, an Oregon partnership, as principal, and General Casualty Company of America, as surety, to-wit:

(1) Contract #2168, Oregon State Highway Department. East Unit Rhea Creek-Heppner Section of theWasco-Heppner Secondary Highway in Morrow County, Oregon.

(2) Contract #2145. Butte Creek Summit-Branson Creek and Flat Creek-John Day Project, John Day Highway, in Wheeler and Grant Counties.

That the undersigned furnished medical, surgical and hospital care and other needed care and attention incident to sickness and injury to the employees of said Saxton, Looney and Risley, between the 1st day of February, 1939 and the 31st day of October, 1939, inclusive, pursuant to contract by the terms of which the said Saxton, Looney and Risley agreed to pay for such services the amount above stated and said Saxton, Looney and Risley did deduct from the wages of its employees, employed upon the aforesaid work for such services so render by the undersigned, pursuant to the terms of Sections 49-1501, 49-1502, 49-1503 and 49-1504, Oregon Code, 1930, the said sum of $611.70, and retains the same and has failed to pay it over to the undersigned.

Dated at Portland, Oregon, this 16th day of January, 1940.

NATIONAL HOSPITAL ASSOCIATION

By C. C. BECHTOLD
General Manager

Endorsed: File No. 2857
Filed January 17, 1940
EARL SNELL
Secretary of State

RECEIVED

[illegible]

#2145
+ #2168

January 18, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 17, advising of the claim of Cramer Machinery Company against Saxton, Looney & Risley in connection with two contracts of this firm with the State Highway Commission,- Contract No. 2145, Butte Creek Summit-Branson Creek and Flat Creek-John Day Sections on the John Day Highway, in Grant and Wheeler Counties; and Contract No. 2168, East Unit, Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway, in Morrow County. Amount, $200.

We are making note of this claim in our records of these jobs and are today notifying the contractor and surety of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 18, 1940

GENERAL CASUALTY COMPANY OF AMERICA
MANSFIELD & COMPANY, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State copy of a notice of claim by Cramer Machinery Company in the amount of $200.00 against Saxton, Looney & Risley for rental on one Garco Generator Set in connection with two contracts,- No. 2145, Butte Creek Summit-Branson Creek and Flat Creek-John Day, in Grant and Wheeler Counties; and No. 2166, East Unit, Rhea Creek-Heppner Section, in Morrow County.

Inasmuch as you are surety for the contractors on this job, we are bringing this claim to your attention, for proper action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 17, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed a copy of a letter from Cramer Machinery Company advising of their claim for $[illegible]0.00 against the bond taken from [illegible]nton, Looney [illegible]insley for work on contracts Nos. [illegible]45 and 7168.

A copy of the law is being forwarded to the Cramer Machinery Company with the request that they file a proper notice of claim.

Very truly yours,

Earl Snell
Secretary of State

:Fm
enc.

COPY

CRAMER MACHINERY COMPANY
Construction Equipment

414 Lewis Building
Corner S.W. 4th Ave. and Oak St.
Portland, Oregon

January 1[illegible], 1940

Earl Snell, Secretary of State
Salem, Oregon

Dear Sir:

We are enclosing herewith claim in the amount of Two Hundred ($200.00) Dollars which we wish filed against Oregon State Highway Commission contracts held by Saxton, Looney & Risley, the contracts being described as follows:

> "Contract #2145, Butte Creek Summit, [illegible] Creek and Flat Creek–John Day, Rock Production Project on John Day Highway in Grant County and Wheeler County.
>
> Contract #2108 East Unit Rhea Creek–Heppner Section [illegible] Heppner Highway in Morrow County; Grading, Surfacing and Oiling."

This covers rental on one Generator [illegible] set at Twenty-Five ($25.00) Dollars per month, rented to Gus Reichow who held a sub-contract for portions of these two jobs under Saxton, Looney & Risley. This generator was shipped by Consolidated Freight Lines February 2[illegible]th, 1939 to Gus Reichow, John Day, Oregon, and we are advised that this was used on contract #2145 up to July 2[illegible], 1939, and after that on contract #2108.

We wish this claim filed against these two contracts. As our time is short for the filing of this claim under one of these contracts, we have not attempted to divide the rental but wish to file to protect our interests and if you desire an amended claim dividing these, we will be glad to furnish that later.

Saxton Looney & Risley have guaranteed this amount and gave us that guarantee when shipment was made of the equipment and still stand on that guarantee but are unable to meet the payment. They withheld this amount, we are advised, on their payment to Gus Reichow.

We are sending this registered mail and will appreciate your making the proper filing for us.

Respectfully yours,
CRAMER MACHINERY COMPANY
By C. P. Cramer

CPC/mc

COPY

C[illegible] COMPANY
424 Lewis Building
Portland, Oregon

Date [illegible]. 27, 1939

Sold To Gus [illegible],
John Day, Oregon

Shipped to Same Via Consolidated
Rental Account. Freight Lines

Rental agreement on 1 [illegible] Generator Set
Model [illegible], Serial No. 659
minimum rental time to be three months

Rent beginning	Feb. 28, 1939 to Mch. 28, 1939	1 month	$25.00
Rent "	Mch. 28, 1939 to Apr. 28, 1939	1 month	25.00
Rent "	Apr. 28, 1939 to May 28, 1939	1 month	25.00
Rent "	May 28, 1939 to June 28, 1939	1 month	25.00
Rent "	June 28, 1939 to Jul. 28, 1939	1 month	25.00
Rent "	Jul. 28, 1939 to Aug. 28, 1939	1 month	25.00
Rent. "	Aug. 28, 1939 to Sep. 28, 1939	1 month	25.00
Rent "	Sept. 28, 1939 to Oct. 28, 1939	1 month	25.00
	Total rent now due		$ 200.00

Above machinery used on the contracts as follows:

Contract #2[illegible]5; Butte Creek Summit-B[illegible] Creek and Flat Creek-John Day, [illegible] products Project on John Day Highway in Grant County and Wheeler County.

Contract #2[illegible] [illegible] unit [illegible] Creek-Heppner [illegible] Section Wasco-Heppner Highway in Morrow County; grading surfacing and oiling

RECEIVED

#2168.

FAS 24-E-1

January 18, 1940

BABLER BROS.
1636 S. E. 6th Avenue
Portland, Oregon

Attention Harry Babler

Gentlemen:

In reply to your inquiry of January 17, you are advised that the State Highway Commission accepted Contract No. 2168 with Saxton, Looney & Risley for the construction of the East Unit, Rhea Creek-Heppner Section, in Morrow County, on December 8, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

LLOYD BABLER

BABLER BROS.
CONTRACTORS
1636 S. E. SIXTH AVENUE
PORTLAND, OREGON

JAN 18

January 17, 1940.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:-

On April 6, 1939 the State of Oregon awarded to Saxton, Looney & Risley, state Highway Contract No. 2168 covering the Wasco-Heppner Secondary Highway in Morrow County. East unit, Rhea Creek-Heppner Section, 5.8 miles grading, surfacing and oiling.

On July 15, 1939, we entered into a sub contract with Saxton, Looney and Risley, for doing the oiling on the above mentioned contract, covering items No. 23, 24, 25 and 26 of the contract.

Please advise us the date the State of Oregon accepted the above work.

Thanking you, we are.

Yours very truly,

BABLER BROS.

By Harry Babler
Harry Babler

HB/JHS

#2168

RECEIVED
JAN 1
FOR FILING

145 246-R-1

January 16, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 15 enclosing three copies of a claim-notice by Oregon Pipe and Culvert Company, in the amount of $525.59, against Saxton, Looney & Risley for for culvert pipe furnished in connection with State Highway Contract No. 2168, Rhea Creek-Heppner Section, in Morrow County.

We have made note of this claim in our records of this job and are today sending notice thereof to the surety and the contractor, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 16, 1940

GENERAL CASUALTY COMPANY OF AMERICA
c/o Mansfield & Company
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Oregon Pipe and Culvert Company, in the amount of $525.59, against Saxton, Looney & Risley for culvert pipe furnished in connection with State Highway Contract No. 2168, East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Inasmuch as you are surety for the contracting firm on this job, we are handing you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Saxton, Looney & Risley
Oak Grove, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 15, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Oregon Culvert & Pipe Company for $565.59 against the bond taken from Saxton, Looney & Ridley, principals, and General Casualty Company of America, surety, for work on the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary highway, contract 2166, which has been received and filed in this office today.

Please acknowledge receipt of the copies so that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

b:hm
Encl. 3

COPY

OREGON CULVERT & PIPE CO.

2321 S. E. Gladstone Street
Portland, Oregon
Telephone Lancaster 2197

January 13, 1940

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Oregon Culvert and Pipe Company, has a claim for furnishing galvanized corrugated culvert pipe in the sum of $525.59 to Saxton, Looney & Risley, against the bond taken from General Casualty Co. of America, for Oregon State contract called East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, Oregon, State Highway Contract 2168.

Yours very truly

ORFGON CULVERT & PIPE CO.

E. W. GIBSON

Manager

EWGibson:HK

cc General Casualty Co. of America
Lewis Bldg.
Portland, Oregon

Endorsed: File No. 2851
Filed Januaby 15, 1940
EARL SNELL
Secretary of State

*2168

RECEIVED

January 15, 1940

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention Mr. B. A. Wilson

Gentlemen:

In reply to your inquiry of January 11, you are advised that the date of completion of the Saxton, Looney & Risley contract for the construction of the South Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway was October 6, 1939. This contract was accepted December 8, 1939.

The surety company in connection with this contract is the General Casualty Company of America, for which Mansfield and Company are local agents, with offices in the Lewis Building, Portland.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

, PRESIDENT L. W. GARDNER, VI E. C. LUNDQUIST, SECY-TREAS. G. S SALES MANAGER F. R. CATTON, PUR. AGENT

HOWARD COOPER
CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

Jan. 11, 1940

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

Please advise us the date of completion and acceptance, as well as the bonding company of the Saxton, Looney & Rialey "Wasco--Heppner secondary highway, Morrow County Heppner Section, Job No. 2168".

For your convenience in answering, a self addressed envelope, which requires no postage, is enclosed, and we would greatly appreciate an immediate response.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL
Enc.

RECEIVED

FAS 246-C-1

January 15, 1940

OREGON CULVERT & PIPE COMPANY
2321 S. E. Gladstone Street
Portland, Oregon

Attention E. M. Gibson, Manager

Gentlemen:

As requested in your letter of January 13, we are returning herewith one copy of the invoices (with the exception of the summary sheet) which accompanied your earlier letter setting forth your claim against Saxton, Looney and Risley. The other copy of the invoices we forwarded, in accordance with our usual practise, to the bonding company, General Casualty Company of America, c/o Mansfield & Company, Local Agents, Lewis Building, Portland

We should like to keep the summary sheet for our records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

OREGON CULVERT & PIPE CO.

Corrugated Metal Pipe ● Welded Pipe ● Overhead Rainmaker Pipe ● Concrete Sewer Pipe ● Concrete Irrigation Pipe
Concrete Culverts ● Metal Flumes ● Irrigation Equipment ● Troughs ● Automatic Drainage Gates ● Water Control Gates

2321 S. E. GLADSTONE STREET
PORTLAND, OREGON
TELEPHONE LANCASTER 2197

January 13, 1940

Oregon State Highway Commission
Salem, Oregon

Attention: J. M. McFarland

Gentlemen:

Thanks for your letter of January 11th, and we are properly filing claim against the bond of Saxton, Looney and Risley and General Casualty Co. of America.

It has been so long since we have filed against a contractor that we had forgotten apparently the necessary procedure.

Would you mind returning to us the copies of invoices which accompanied our letter? You have no use for them and probably the bonding company will require them.

Yours very truly

OREGON CULVERT & PIPE CO.

E W Gibson

Manager

EWGibson:HK

All Quotations, Sales or Contracts for Sale by Us Are Subject to Terms and Guaranties Listed in Our Principal Catalogs

EG

January 11, 1940

OREGON CULVERT & PIPE COMPANY
2321 S. E. Gladstone Street
Portland, Oregon

Attention: E. M. Gibson, Manager

Gentlemen:

This acknowledges receipt of your letter of January 9, enclosing copies of your claim against Saxton, Looney & Risley, in the amount of $525.59, for galvanized culvert pipe furnished them for use in connection with construction of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County, on which job they were the contractors, being State Highway Contract No. 2168.

In order fully to protect your claim, notice thereof should be sent not only to the surety, General Casualty Company of America, as you state you have already done, but also to the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws of 1931, mimeographed copy of which is herewith enclosed for your information and guidance.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 11, 1940

GENERAL CASUALTY COMPANY OF AMERICA
Mansfield & Company, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have received from the Oregon Pipe and Culvert Company two copies of a notice of claim by them against Saxton, Looney & Risley, in the amount of $525.59, for galvanized culvert pipe furnished for use in connection with construction of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Highway, in Morrow County, State Highway Contract No. 2168.

Inasmuch as you are surety for the contracting firm on this job, we are handing you herewith one of these copies of notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

OREGON CULVERT & PIPE CO.

Corrugated Metal Pipe ● Welded Pipe ● Overhead Rainmaker Pipe ● Concrete Sewer Pipe ● Concrete Irrigation Pipe

Concrete Culverts ● Metal Flumes ● Irrigation Equipment ● Troughs ● Automatic Drainage Gates ● Water Control Gates

2321 S. E. GLADSTONE STREET
PORTLAND, OREGON
TELEPHONE LANCASTER 2197

January 9, 1940

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Glaisyer:

This is to advise you that the firm of Saxton, Looney, and Risley owe us a total of $525.59 for galvanized corrugated culvert pipe furnished them for use on the East Unit of the Rhea Creek-Heppner Project in Morrow County.

Certified copies of invoices and statement covering the account are enclosed.

We will expect to receive payment through the bond, and copy of this letter is going to American Surety Company in Portland.

Yours very truly

OREGON CULVERT & PIPE CO.

E W Gibson

Manager

EWGibson:HK
REM
cc: American Surety Co.
C. A. Mansfield, Agent
Lewis Bldg - Portland

All Quotations, Sales or Contracts for Sale by Us Are Subject to Terms and Guaranties Listed in Our Principal Catalogs

STATEMENT

EGON CULV & PIPE CO.

FORMERLY

PURE IRON CULVERT & MANUFACTURING CO.

2321 S. E. GLADSTONE STREET
PORTLAND, OREGON

January 9 1940

Saxton, Looney & Risley

Oak Grove, Oregon

1939			CHARGES	CREDITS	BALANCE
May	8		231.84		
Jun	2		121.89		
Aug	4		105.88		
"	19		25.68		
"	22		23.10		
Sep	12		5.36		
"	27		11.84		
					$525.59

CERTIFIED TRUE COPY OF STATEMENT

OREGON CULVERT & PIPE CO.

Matt Baxter

Secretary

WE ARE MEMBERS NATIONAL ASSOCIATION OF CREDIT MEN ORGANIZED 1896 VIGILANTIA

AFTER MATURITY AS PER TERMS STATED ON INVOICE. INTEREST WILL BE CHARGED AT THE RATE OF SIX PER CENT PER ANNUM.

REPORT

NLY

nding Jan.13,1940, *193*

ding,surfacing,& oiling

125-1005

2168

on Sept.30 ,1939, *193*

f completion , *193*

elapsed %

$ 63100.00

100 %

completed Oct.6,1939, *193*

portant development, instructions to contractors,

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Form E-1—5M—3-39

EGON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan.13,1940, 193

Section East Unit,Rhea Creek-Heppner

Kind of work Grading,surfacing,& oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney,& Risley

Contract number 2168

Date of contract April 16,1939, 193

Date of completion Sept.30 ,1939, 193

Date work started April 22,1939, 193

Estimated date of completion , 193

Amount of contract $ 59801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 63100.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3666.63, %

Date project was completed Oct.6,1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party finishing up details of semi final.

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	23500	19200		302 tons	
Estimated quantities moved or placed to date	23500	19200		302 tons.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Form E-1—4M—3-30

EGON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec.30,1939, *193*

Section East Unit,Rhea Creek- Heppner

Kind of work Grading surfacing and Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-2005

Contractor Saxton,Looney & Risley

Contract number 2168

Date of contract April 16,1939, *193*

Date of completion Sept.30,1939, *193*

Date work started April 22,1939, *193*

Estimated date of completion , *193*

Amount of contract $ 58801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $61405.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3666.00, %

Date project was completed , *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Party working on estimate.(Semi-Final)

NOTED
RAY WEBBER

H. G. SMITH

NOTED
[illegible] HACKETT

NOTED
VAN SCOY

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	2050000	19200		302 Tons	
Estimated quantities moved or placed to date	20500	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Cold		
Monday	" "		
Tuesday	Snow & Cold		
Wednesday	Fog & Cold		
Thursday	Cloudy & Cold		
Friday	" "		
Saturday	Rain		

STATE PRINTING DEPT

Form E-1-5M-3-39

FAS 246-B-1

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 23, 1939, 193

Section East Unit, Rhea Creek-Heppner

Kind of work Grading, Surfacing & Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton, Looney & Risley

Contract number 2168

Date of contract April 16, 1939, 193

Date of completion Sept. 30, 1939, 193

Date work started April 22, 1939, 193

Estimated date of completion , 193

Amount of contract $58801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $61425.04

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $5666.00, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Some work on estimate this week.

NOTED
RAY WEBBER

NOTED
[illegible]

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	2030000	19200		302 Tons	
Estimated quantities moved or placed to date	20500.00	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Cool		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	Cloudy & Cool		
Saturday	" "		

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Form E-1—6M- 3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 16,1939 , 193

Section East Unit, Rhea Creek-Heppner

Kind of work Grading,Surfacing & Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney & Risley

Contract number 2168

Date of contract April 16,1939 , 193

Date of completion Sept. 30,1939 , 193

Date work started April 22,1939 , 193

Estimated date of completion , 193

Amount of contract $ 58801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 61405.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3645.96 , %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work This Week.

NOTED
RAY WEBBER

NOTED
[illegible]

RECEIVED
DEC [illegible] 1939

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		302 Tons	
Estimated quantities moved or placed to date	20500	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy & Rain		
Monday	Fair & Cool		
Tuesday	" "		
Wednesday	Cloudy & Rain		
Thursday	" "		
Friday	" "		
Saturday	Cloudy & Cool		

STATE PRINTING DEPT.

RECEIVED
DEC 16 1939
FOR FILING

Fas 246-B-1

December 15, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Mr. Frank J. Burner

Gentlemen:

Reference is made to your letter of December 13, concerning the Saxton, Looney & Risley contract, No. 2168, East Unit, Rhea Creek-Heppner Section, in Morrow County.

You are advised that this contract was completed on October 6 and was accepted by the Highway Commission on December 8, 1939. Final payment has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

December 13, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Saxton, Looney & Risley
Contract No. 2168

Has this contract been accepted yet and have you made final payment to the contractor?

For your convenience in replying we are enclosing stamped and addressed envelope.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

Form E-1—5M—3-30

O[illegible]GON STATE HIGHWAY COMMISS[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 9, 1939

Section East Unit Rhea Creek - Heppner

Kind of work Grading, Surfacing & Oiling

Highway Wasco - Heppner Secondary

Section prefix 125 - 1005

Contractor Sexton, Looney & Risley

Contract number 2168

Date of contract April 16, 1939

Date of completion Sept. 30, 1939

Date work started April 22, 1939

Estimated date of completion ...., 193...

Amount of contract $ 58801.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 61405.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3643.71, ...%

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Part of the party on semifinal estimate.

NOTED
HACKETT

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20300	19200		302 Tons	
Estimated quantities moved or placed to date	20300	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Warm		
Monday	" "		
Tuesday	" "		
Wednesday	Fair & Cool		
Thursday	" "		
Friday	Rain		
Saturday	"		

STATE PRINTING DEPT.

FAS 246-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

December 6, 1939

RECEIVED
DEC 7 - 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 246-B (1), Wasco-Heppner Highway ________________, was made by a representative of this office on November 30, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis.
T. M. Davis,
Senior Highway Engineer.

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec.2,1939

Section East Unit,Rhea Creek- Heppner

Kind of work Grading,Surfacing & Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney & Risley

Contract number 2168

Date of contract April 16,1939

Date of completion Sept.30,1939

Date work started April 22,1939

Estimated date of completion ......, 193...

Amount of contract $58801.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $61405.04

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $3645.71, ...%

Date project was completed ......, 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on semi-Final part of the week.

NOTED H.N. HACKETT

NOTED RAY WEBBER

NOTED VAN SCOY

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		302 Tons	
Estimated quantities moved or placed to date	20500	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Cool		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	Cloudy & Cool		
Friday	" "		
Saturday	" "		

STATE PRINTING DEPT.

Form E-1—5M—3-30

1246-15-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.25,1939

Section EastUnit,Rhea Creek-Heppner

Highway Wasco-Heppner Secondary

Contractor Saxton,Looney & Risley

Date of contract April 16,1939

Date work started April 22,1939

Amount of contract $58801.00

Kind of work Grading Surfacing & Oiling

Section prefix [illegible] 125-1005

Contract number 2168

Date of completion Sept.30,1939

Estimated date of completion ....

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 61405.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $3500.00, ...%

Date project was completed ....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on earth work quantities.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		302 Tons	
Estimated quantities moved or placed to date	20500	19200		302 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

Form E-1—5M—3-39

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.18,1939

Section East Unit,Rhea Creek-Heppner

Kind of work Grading,surfacing,& oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton,Looney,& Risley

Contract number 2168

Date of contract April 16,1939

Date of completion Sept.30,1939

Date work started April 22,1939

Estimated date of completion ...., 193....

Amount of contract $ 58801.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 61403.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3500.00, ...%

Date project was completed ...., 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on earthwork quantities.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		302 tons	
Estimated quantities moved or placed to date	20500	19200		302 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FAS 246-B-1

Salem, Oregon
November 16, 1939

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

You are advised that the time limit on the Saxton, Looney & Risley contract, No. 2168, FAS 246-B(1), East Unit, Rhea Creek-Heppner Section, expired on September 30. This contract was not completed until October 6, so it will be necessary that the time limit be extended to this date.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FAS 216-E-1

November 16, 1939

Shell Oil Company,
1220 Morrison Street,
Portland, Oregon.

Attention: Mr. Frank J. Harmer.

Gentlemen:

In response to your inquiry of November 15th you are advised that the Saxton, Looney & Risley, Contract No. 2168, East Unit, Rhea Creek-Heppner Section in Morrow County, was completed October 28th, 1939. This contract has not been accepted, nor has final payment been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

-#2168-

RECEIVED
NOV 16 1939

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

November 15, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Saxton, Looney & Risley
Contract No. 2168

Your letter of October 20 stated this contract was completed October 6, but not yet accepted. Has the acceptance date been established by now?

Stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HORNER
Division Credit Manager

RER:JM
Enc.

oct. 1-

Form E-1—5M—3-39

FAS 246-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov.11,1939, 193

Section Wasco-Heppner Secondary

Kind of work Grading,surfacing,& oiling

Highway East Unit,Rhea Creek-Heppner

Section prefix 125-1005

Contractor Sexton,Looney,& Risley

Contract number 2168

Date of contract April 16,1939, 193

Date of completion Sept.30,1939, 193

Date work started April 22,1939, 193

Estimated date of completion ......, 193

Amount of contract $ 58801.00

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $ 61405.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3500.00, ...%

Date project was completed ......, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on other projects most of the week.

Jasper Perry transferred to H.A.Toole.

NOTED
N. BAC

H. G. SMITH

NOTED
RAY WEBBER

VAN SCOY

Signed L. R. Chandler

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		302 tons	
Estimated quantities moved or placed to date	20500	19200		302	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-1—5M—3-39

REGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 4,1939., 193

Section East Unit, Rhea Creek-Heppner

Kind of work Grading, Surfacing & Oiling

Highway Wasco-Heppner Secondary

Section prefix 125-1005

Contractor Saxton, Looney & Risley

Contract number 2168

Date of contract April 16, 1939., 193

Date of completion Sept. 30, 1939., 193

Date work started April 22, 1939., 193

Estimated date of completion , 193

Amount of contract $ 58801.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $61403.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $5475.00, %

Date project was completed Oct. 6, 1939., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on final estimate.

Signed L. R. Chandler

Address Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.8	5.8		5.8	
Miles partially completed					
Miles completed	5.8	5.8		5.8	
Total estimated quantities	20500	19200		332 tons	
Estimated quantities moved or placed to date	20500	19200		302 "	
Average daily quantities		600		43	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT 30 1939
FOR FILING

FAS 246-B-1

October 20, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner, Division Credit Mgr.

Gentlemen:

Reference is made to your letter of October 19, concerning the Saxton Looney & Risley Contract, No. 2168, East Unit of the Rhea Creek-Heppner Section, in Morrow County.

You are advised that this contract was completed October 6, 1939, but has not yet been accepted by the Highway Commission. The total amount paid to date is $55,591.04 and the retained percentage is $4,410.08.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
OCT 20 193

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

October 19, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Saxton, Looney and Risley
Contract No. 2168- Siuslaw

Will you kindly favor us with a progress report on the above indicated job. If work has been completed, please state completion and acceptance dates.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

Oct. 6-
Pd - $55,591.04
Out - $4,410,08

Form E-30—25M—6-39

FP 210-A-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28th, 1939

REFERRED TO
RHB
By Asst. State Highway Engineer

NOTED
State Highway Engineer

From: H. G. Smith

To: W. C. Williams

Subject: Price Agreement #1 East Unit, Rhea Creek-Heppner Section

Dear Sir:

Reference is made to Price Agreement #1 on the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County.

If my memory is correct, during the preparation of plans you were advised that the length and wingwalls on certain cattle passes appeared insufficient to retain the slopes, and you were instructed to check these over and furnish quantities to be placed in the estimate. You advised that no additional quantities were necessary, and the cattle passes were sufficiently long to hold the fills, but it would now appear from this order that such a statement was incorrect and work which should have been handled under the contract must now be handled under a price agreement.

There has been a considerable increase in price agreements, extra work orders and overruns in quantities throughout the state during the past summer, which is causing a considerable excess use of state money, expense in engineering and bother in securing Bureau approval. Please impress upon your locating and resident engineers the necessity for sufficient quantities and classification in the preliminary estimate and an accurate analysis of these details so that additional authorizations will not be necessary.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
L. R. Chandler
J. A. Phelps

August 24, 1939

Fossil Mercantile Company
Fossil, Oregon

Attention: B. L. Fleshman
Bookkeeper

Gentlemen:

Reference is made to your letter of August 22 in regard to the claims against one Fred Ferrenburg, an employee of Saxton, Looney & Risley, state highway contractors, and against Eldie Skaggs, an employee of the State Highway Department.

Inasmuch as Mr. Ferrenburg is not an employee of the State Highway Department we have no way of assisting you in securing the settlement of your claim against him. I am presuming that your claim is against him personally and not against the contractor.

However, if it is against Mr. Ferrenburg as an agent of Saxton, Looney & Risley, you would have recourse to action against the bond furnished in connection with this job which is known as state highway contract No. 2168 for the construction of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. The bond furnished by the contractors for the protection of claims was written by the General Casualty Company of America for whom Mansfield Company is local agent with offices in the Lewis Building, Portland. It is suggested that you file your claim with the bonding company's agent and also with the contractors who receive their mail at Oak Grove, Oregon.

Relative to your claim against Mr. Skaggs, wish to say that this man is employed as a mechanic on one of our oiling crews under foreman Tom Sim who is now working in the La Grande division under Division Engineer W. C. Williams. Your letter will be called to Mr. Skaggs' attention through our Maintenance Engineer, Mr. J. N. Bishop, and I trust that it will be satisfied within the near future.

Very truly yours,

Secretary

HBG:AM

cc - Mr. J. N. Bishop

FAS 246-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

AUG 22 19

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAS 246-B (1)
East Unit, Rhea Creek-Heppner Sec.
Wasco-Heppner Highway.

August 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Ton

WA4pr-1347

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 246-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1939

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 28th day of February, 1939, a revised project statement, which was approved by the Secretary on the 30th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the United States District Engineer on the 22nd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-seven thousand, one hundred and no/100 dollars ($ 37,100.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 261+10 in the NE 1/4, Section 20, T. 3 S., R. 26 E., W.M., and survey station 568+11 in Heppner (excepting therefrom that portion between survey station 470+75 and survey station 470+96)

, length 5.810 miles, in Morrow County, being Section B(1) of Oregon Federal Aid Secondary project No. FAS 246, consisting of 5.810 miles of roadway and no bridges, xxxx of more than 20 feet clear span.

xxxxxxxxxxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of thirty-seven thousand, one hundred and no/100 dollars ($37,100.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, eight hundred nineteen and no/100 dollars ($61,819.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921. out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31,
(Include reference to statute authorizing
laws 1920; Chap. 248, laws 1931.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 5 - 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 246-B(1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 61,819.00 as the total estimated cost of said project, and the sum of $ 37,100.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of AUG 5 - 1939 one thousand nine hundred and ______

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture.~~

By H.J.O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform [illegible]

RECEIVED
FOR FILING

FAS 246-F-1

August 4, 1939

OREGON PORTLAND CEMENT COMPANY
111 S. E. Madison
Portland, Oregon

Attention F. E. McCaslin, Secretary

Gentlemen:

Reference is made to your letter of August 2, concerning the Saxton, Looney & Risley contract, No. 2168, East Unit, Rhea Creek-Heppner Section, in Morrow County.

You are advised that this contract was approximately 15% complete on July 10. The specified date of completion is September 30.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2168
Morrow Co

RECEIVED
AUG 3 - 1939

OREGON PORTLAND CEMENT CO.

111 S.E. MADISON

PORTLAND, OREGON

August 2, 1939

Mr. H. B. Glaisyer, Secretary
State Highway Commission,
Salem, Oregon

Dear Sir:

Will you kindly advise if the State Highway job, designated "East Unit, Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway, Morrow County, Oregon," which work was let to the firm of Saxton, Looney & Risley, has been completed, and if so, the completion date of this job.

Thanking you, we are

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

F. E. McCaslin

Secretary

July 10 -

F. E. McCaslin
B

E - 48,999.10
P - 61.349.87

13 5/6

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
JUL 10 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 481, Oregon FAS 246-B(1)
East Unit, RHEA Creek-Heppner
Wasco-Heppner Highway

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

To Com 6/10/39

RECEIVED
MAY 16 1939
FOR FILING

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the East Unit, Rhea Creek-Heppner Section, Project No. FAS 246-B (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-B(1)

EAST UNIT, RHEA CREEK-HEPPNER SECTION

OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 5, 1939

Work Outside of City (Sta. 261+10 to 539+68)

All Required		Clearing and Grubbing	$ - -	$ 1,815.00
85	cu. yds.	Trench Excavation	3.00	255.00
12,800	cu. yds.	Common Excavation	.18	2,304.00
5,800	cu. yds.	Solid Rock Excavation	.81	4,698.00
12,300	yd. sta.	Overhaul	.02	246.00
2,100	yd. mi.	Truck Haul	.15	315.00
5.3	miles	Finishing Roadbed and Slopes	250.00	1,325.00
9,800	lin. ft.	Rounding Cutbanks	.12	1,176.00
30	lin. ft.	12" Corr. Iron Pipe	1.50	45.00
120	lin. ft.	18" Corr. Iron Pipe	1.75	210.00
50	lin. ft.	24" Corr. Iron Pipe	2.70	135.00
30	lin. ft.	24" Concrete Pipe	4.00	120.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
48	cu. yds.	Class "L" Concrete	29.50	1,416.00
6,500	lbs.	Metal Reinforcement	.05	325.00
11,700	cu. yds.	4" - 2" Rock in Base	.80	9,360.00
4,000	cu. yds.	3/4" - ½" Rock in Base	1.07	4,280.00
1,950	cu. yds.	½" - 0" Rock in Base	1.07	2,086.50
360	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.07	385.20
32,600	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	3,260.00
540	M-gal.	Sprinkling	2.25	1,215.00
5.3	miles	Preparation of Base	100.00	530.00
3,550	cu. yds.	Mineral Aggregate in Place	2.30	8,165.00
300	tons	SC-6 Road Oil in Place	21.00	6,300.00
56	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.00	1,176.00

Subtotal	$ 51,212
10% Engr. & Cont.	5,121
Total	$ 56,333

Length of Roadway	5.272 miles
Length of 1 Bridge	.004 mile
Total Length	5.276 miles
Cost per mile, Roadway	$ 10,685

Work Inside City of Heppner (Sta. 539+68 to 568+11)

All Required		Clearing and Grubbing	$ - -	$ 185.00
5	cu. yds.	Trench Excavation	3.00	15.00
200	cu. yds.	Common Excavation	.18	36.00
1,700	cu. yds.	Solid Rock Excavation	.81	1,377.00
1,700	yd. sta.	Overhaul	.02	34.00
100	yd. mi.	Truck Haul	.15	15.00
0.5	mile	Finishing Roadbed and Slopes	250.00	125.00
1,200	lin. ft.	Rounding Cutbanks	.12	144.00
24	lin. ft.	30" Corr. Iron Pipe	3.00	72.00
800	cu. yds.	4" - 2" Rock in Base	.80	640.00
200	cu. yds.	3/4" - ½" Rock in Base	1.07	214.00
150	cu. yds.	½" - 0" Rock in Base	1.07	160.50
40	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.07	42.80
1,400	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	140.00
60	M-gal.	Sprinkling	2.25	135.00
0.5	mile	Preparation of Base	100.00	50.00
350	cu. yds.	Mineral Aggregate in Place	2.30	805.00
32	tons	SC-6 Road Oil in Place	21.00	672.00
6	tons	Emulsified or RC-3 Asphalt in Seal Coat	21.00	126.00
			Subtotal	$ 4,988
			10% Engr. & Cont.	498
			Total	$ 5,486

Length 0.538 mile
Cost per mile $ 10,197

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Outside City	$ 56,333	$ 33,808	$ 22,525
Work Inside City	5,486	3,292	2,194
	$ 61,819	$ 37,100	$ 24,719

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931
State Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

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7682 41. B-1

April 27, 1939

General Casualty Company of America
Mansfield & Company, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2168 which was awarded to Saxton, Looney & Risley on April 6, 1939, for surfacing and oiling the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

This is being sent to you inasmuch as you appear surety on the bond and is for your records and files.

Very truly yours,

JM:AM

Secretary

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APR 28 1939
FOR FILING

7a2 246-B-1

April 27, 1939

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2168 which was awarded to you on April 6, 1939, for grading, surfacing and oiling the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. This is for your records and files.

Very truly yours,

JMAM Secretary

P.S. Will you pleasq call at the express office in Milwaukie for this contract inasmuch as there is not an express office in Oak Grove.

FORM 5-M-1 3M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 25 1939
FOR FILING

RECEIVED
STATE HIGHWAY COMMISSION

April 24, 1939

IN REPLY PLEASE
REFER TO FILE NO.

12 246-B

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. H. G. Smith, Construction Engr.

Dear Sir:

Please refer to your letter of April 21, 1939 in regard to the field notes for the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway:

We would like to advise that the field notes received by Mr. Chandler sent from your office on April 11 covered only that part of the project for the revision on the Heppner end. Will you kindly look through your files for the three books of field notes sent to your office on September 12, 1938? According to our records, these should be in your files and if found, will you kindly send them to Mr. L. R. Chandler, Resident Engineer at Condon?

Very truly yours

W. C. WILLIAMS
Division Engineer

By

C. D. CANNON
Office Engineer

CDC:MA

✓cc R.H. Baldock
L. R. Chandler

FORM 5-M-1 2M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1939
FOR FILING

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

7M 246-B-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith
Construction Engineer

NOTED

Dear Sir:

Our records indicate that we sent to you, along with other data on the Rhea Creek-Heppner section of the Wasco-Heppner secondary highway, three books of field notes. If you have them in your files, will you please send them to L. R. Chandler at Condon? If you do not have the field notes in your possession, kindly so advise us.

Very truly yours

W. C. WILLIAMS
Division Engineer

By

C. D. CANNON
Office Engineer

CDC:MA

CC R. H. Baldock
L. R. Chandler

RECEIVED
APR 22 1939
FOR FILING

RECEIVED
APR 22 1939
OREGON
STATE HIGHWAY COMMISSION

GENERAL
AMERICA COMPANIES

[illegible]

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

April 20, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to advise that we are today forwarding by Railway Express ~~one~~ four sets of specifications and Contract Agreement for State Highway Construction on the Wasco-Heppner Secondary Highway in Morrow County, being Contract No. 2168, and Saxton, Looney, & Risley, contractors.

Will you please acknowledge receipt of same on the attached duplicate of this letter and return to the Oregon Service office, 601 Board of Trade Building, Portland, Oregon.

Very truly yours,

GENERAL AMERICA COMPANIES

G. Pietka
Oregon Service Office

G. Pietka
enc.

FORM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 18 1939
OREGON
STATE HIGHWAY COMMISSION

April 17, 1939

IN REPLY PLEASE REFER TO FILE NO.

FA 8211 B-1

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

Will you please furnish immediately to L. R. Chandler, Resident Engineer at Condon, plans for the box culvert to be constructed at Station 523 on the Rhea Creek-Heppner Section.

We are assuming that the top of the deck will be placed at finished grade and that there will be no fill or surfacing over it and that no aprons will be required to prevent erosion. Please confirm this, or if not so, advise Mr. Chandler direct with copy of your letter to this office.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

Ml 246-B-1

April 11, 1939

SAXTON, LOONEY & RISLEY
Oak Grove, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2162 which was awarded to you on April 6, 1939, by the State Highway Commission covering the grading, surfacing and oiling of the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of the contract will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

P. S. Please call for this package at Milwaukie, which has the nearest express office.

HBG

RECEIVED

7UL 296-B-1

April 8, 1939

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

This is to advise you that the State Highway Commission on April 6, 1939, awarded you the contract for 5.8 miles grading, surfacing and oiling on the East Unit, Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, in Morrow County. This award was based on your low bid of $58,801 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1 8 1939
FOR [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

71 2246-T1

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 246-B (1), East Unit, Rhea Creek-Heppner section of Wasco-Heppner secondary highway, to Saxton, Looney & Risley, Oak Grove, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAR 2 1 1939
PORT

March 23, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to the existing bridges at Stations 162 and 470 of the Rhea Creek-Heppner Project, FAS 246-B (1), this will advise that under arrangements now being made both structures are to be redecked and widened to a clear roadway width of 22 feet. Materials for this redecking and widening work are already being delivered at the bridge sites.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
MAY 10 1939
FOR FILING

RECEIVED
MAR 23 1939
OREGON
STATE HIGHWAY COMMISSION

FAS 246-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 246-B (1), the East Unit of the Rhea Creek-Heppner Section of the Wasco-Heppner Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement revision.

Copies of town resolution covering encroachments should be forwarded with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 8-8-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 22, 1939

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAR 24 1939
OREGON
STATE HIGHWAY COMMISSION

7-1-2-246-B-1

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

We find that w e do have the Rhea Creek-Heppner locate line profile as mentioned in your letter of the 17th. We are sending this to you by express with the request that you send us one blueprint copy and that one blueprint copy to be sent to Maintainence Superintendant Armstrong at Pendleton.

Very truly yours,

Mr. W. C. Williams,
Division Engi eer,

by

C. D. Cannon
Office Engineer

cdc/lc

RECEIVED
MAY 18 1939
FOR FILING

712 2 6-B-1

March 20, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement to accompany plans and specifications for the East Unit, Rhea Creek-Heppner Section, Project No. FAS 246-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-B(1)

EAST UNIT, RHEA CREEK-HEPPNER SECTION
OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 23, 1939

Work Outside of City (Sta. 261+10 to 539+68)

All Required		Clearing and Grubbing		$ 450.00
85	cu. yds.	Trench Excavation	$ 1.00	85.00
12,800	cu. yds.	Common Excavation	.25	3,200.00
5,800	cu. yds.	Solid Rock Excavation	.70	4,060.00
12,300	yd. sta.	Overhaul	.01	123.00
2,100	yd. mi.	Truck Haul	.15	315.00
5.3	miles	Finishing Roadbed and Slopes	200.00	1,060.00
9,800	lin. ft.	Rounding Cutbanks	.10	980.00
30	lin. ft.	12" Corr. Iron Pipe	1.00	30.00
120	lin. ft.	18" Corr. Iron Pipe	2.00	240.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
70	lin. ft.	Salvaging Culvert Pipe	.80	56.00
48	cu. yds.	Class "D" Concrete	25.00	1,200.00
6,500	lbs.	Metal Reinforcement	.06	390.00
11,700	cu. yds.	4" - 2" Rock in Base	1.10	12,870.00
4,000	cu. yds.	3/4" - ½" Rock in Base	1.10	4,400.00
1,950	cu. yds.	½" - 0" Rock in Base	1.10	2,145.00
360	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.10	396.00
32,600	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	3,260.00
540	M-gal.	Sprinkling	1.75	945.00
5.3	miles	Preparation of Base	100.00	530.00
3,550	cu. yds.	Mineral Aggregate in Place	2.30	8,165.00
300	tons	SC-6 Road Oil in Place	26.00	7,800.00
56	tons	Emulsified or MC-3 Asphalt in Seal Coat	26.00	1,456.00
			Subtotal	$ 54,396
			10% Engr. & Cont.	5,439
			Total	$ 59,835

Length of Roadway	5.272 miles
Length of 1 Bridge	.004 mile
Total Length	5.276 miles
Cost per mile, Roadway	$ 11,349

Work Inside City of Heppner (Sta. 539+68 to 568+11)

All Required		Clearing and Grubbing		$ 50.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
200	cu. yds.	Common Excavation	.25	50.00
1,700	cu. yds.	Solid Rock Excavation	.70	1,190.00
1,700	yd. sta.	Overhaul	.01	17.00
100	yd. mi.	Truck Haul	.15	15.00
0.5	mile	Finishing Roadbed and Slopes	200.00	100.00
1,200	lin. ft.	Rounding Cutbanks	.10	120.00
24	lin. ft.	30" Corr. Iron Pipe	4.00	96.00
800	cu. yds.	4" - 2" Rock in Base	1.10	880.00
200	cu. yds.	3/4" - ½" Rock in Base	1.10	220.00
150	cu. yds.	½" - 0" Rock in Base	1.10	165.00
40	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.10	44.00
1,400	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	140.00
60	M-gal.	Sprinkling	1.75	105.00
0.5	mile	Preparation of Base	100.00	50.00
350	cu. yds.	Mineral Aggregate in Place	2.30	805.00
32	tons	MC-6 Road Oil in Place	26.00	832.00
6	tons	Emulsified or MC-3 Asphalt in Seal Coat	26.00	156.00
			Subtotal	$ 5,040
			10% Engr. & Cont.	504
			Total	$ 5,544

Length 0.538 mile
Cost per mile $ 10,304

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Outside City	$ 59,835	$ 35,903	$ 23,932
Work Inside City	5,544	3,327	2,217
	$ 65,379	$ 39,230	$ 26,149

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 246-B(1)

EAST UNIT, SHEA CREEK-HEPPNER SECTION

OF THE WASCO-HEPPNER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, March 20, 1939

Work Outside of City (Sta. 261+10 to 539+68)

All Required		Clearing and Grubbing	-	$ 450.00
85	cu. yds.	Trench Excavation	$ 1.00	85.00
12,800	cu. yds.	Common Excavation	.25	3,200.00
5,800	cu. yds.	Solid Rock Excavation	.70	4,060.00
12,300	yd. sta.	Overhaul	.01	123.00
2,100	yd. mi.	Truck Haul	.15	315.00
5.3	miles	Finishing Roadbed and Slopes	200.00	1,060.00
9,800	lin. ft.	Rounding Outbanks	.10	980.00
30	lin. ft.	12" Corr. Iron Pipe	1.00	30.00
120	lin. ft.	18" Corr. Iron Pipe	2.00	240.00
50	lin. ft.	24" Corr. Iron Pipe	3.00	150.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
70	lin. ft.	Salvaging Culvert Pipe	.80	56.00
48	cu. yds.	Class "D" Concrete	25.00	1,200.00
6,500	lbs.	Metal Reinforcement	.06	390.00
11,700	cu. yds.	4" - 2" Rock in Base	1.10	12,870.00
3,100	cu. yds.	3/4" - ½" Rock in Base	1.10	3,410.00
1,950	cu. yds.	½" - 0" Rock in Base	1.10	2,145.00
360	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.10	396.00
30,600	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	3,060.00
540	M-gal.	Sprinkling	1.75	945.00
5.3	miles	Preparation of Base	100.00	530.00
3,550	cu. yds.	Mineral Aggregate in Place	2.30	8,165.00
300	tons	SC-6 Road Oil in Place	26.00	7,800.00
56	tons	Emulsified or RC-3 Asphalt in Seal Coat	26.00	1,456.00
			Subtotal	$ 53,206
			10% Engr. & Cont.	5,320
			Total	$ 58,526

Length of Roadway	5.272 miles
Length of 1 Bridge	.004 mile
Total Length	5.276 miles
Cost per mile, Roadway	$ 11,101

Work Inside City of Heppner (Sta. 539+68 to 568+11)

All Required		Clearing and Grubbing		$ 50.00
5	cu. yds.	Trench Excavation	$ 1.00	5.00
200	cu. yds.	Common Excavation	.25	50.00
1,700	cu. yds.	Solid Rock Excavation	.70	1,190.00
1,700	yd. sta.	Overhaul	.01	17.00
100	yd. mi.	Truck Haul	.15	15.00
0.5	mile	Finishing Roadbed and Slopes	200.00	100.00
1,200	lin. ft.	Rounding Cutbanks	.10	120.00
24	lin. ft.	30" Corr. Iron Pipe	4.00	96.00
800	cu. yds.	4" - 2" Rock in Base	1.10	880.00
200	cu. yds.	3/4" - ½" Rock in Base	1.10	220.00
150	cu. yds.	½" - 0" Rock in Base	1.10	165.00
40	cu. yds.	3/4" - 0" Rock in Shoulders and Surfacing	1.10	44.00
1,400	yd. mi.	Hauling Crushed Rock, Truck Measure	.10	140.00
60	M-gal.	Sprinkling	1.75	105.00
0.5	mile	Preparation of Base	100.00	50.00
350	cu. yds.	Mineral Aggregate in Place	2.30	805.00
32	tons	SC-6 Road Oil in Place	26.00	832.00
6	tons	Emulsified or RC-3 Asphalt in Seal Coat	26.00	156.00
			Subtotal	$ 5,040
			10% Engr. & Cont.	504
			Total	$ 5,544

Length	0.538 mile
Cost per mile	$ 10,304

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Outside City	$ 58,526	$ 35,123	$ 23,403
Work Inside City	5,544	3,327	2,217
	$ 64,070	$ 38,450	$ 25,620

EAST UNIT, RHEA CREEK-HEPPNER SECTION

PROJECT NO. FAS 246-B (1)

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 20, 1939

RECEIVED

FAS 246-B-1

March 20th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In answer to your criticism of the alignment on the Rhea Creek-Heppner Section, Oregon Federal Aid Secondary Project FAS 246-B (1), with the suggestion that the loops could have been avoided by following the east side of the canyon.

I realise that this is true because the State Highway Department ran a survey for Morrow County in 1919 over the suggested route, but the county officials did not feel that they could procur the right of way, and they eventually constructed on the present alignment. Part of the road was built with market road funds, but I believe the loop section was probably built with 100% county funds.

This road is somewhat typical of many of the market roads in Oregon, and I do not feel that I can recommend or that the people of this state will countenance any major realignment of the market road system. During 11 years the State of Oregon spent $33,000,000 on their market road system, the most important roads of which have since been incorporated into the secondary system. During this time 800 miles were graded, 3,000 miles rock or gravel surfaced, 434 miles oiled and 300 miles paved. These roads were a cooperative endeavor between the State and counties, and the Highway officials felt compelled both by the nature of the act and by the attitude of the public to compromise on the location, with the result that very few of these roads have standards of width and alignment such as might be desired at this time, but both these standards are adequate for the travel which this road carries or will carry and are all that the people desire. They demand the finishing of the final stage in their construction - the dustless surface — and it would be clearly impractical to start out with the limited funds available under the secondary act to effect any major revisions either in width or in alignment.

It has been seven years since the State has been able to do any major construction on the market road or secondary system except in a very slight amount in cooperation with the federal government and the very small amount of secondary funds are totally inadequate to enter upon major reconstructions and should be conserved to be used for strengthening the surfacing and oiling.

Where the road has never been rebuilt to market road standards and is in its primitive stage as a county road, I am in accord with the Bureau standards for width and alignment, but I cannot justify to the Commission or to the people of Oregon, the use of these limited funds for major reconstructions such as would be called for in this instance where there would be no decrease in distance, no lessening of the grade, and the expenditure of $40,000 would be required merely to eliminate one 36° and one 40° curve with the possible betterment on the other curves.

Quotients on the present alignment after surfacing will be: Q_s 0.70, Q_{hm} 1.75, Q_{hf} 0.48 and Q_c 2.07. After the expenditure of $40,000 the realignment the quotients would be: Q_s 0.26, Q_{hm} 0.92, Q_{hf} 0.22 and Q_c 1.00, clearly indicating that the improvement is not justified financially.

Very truly yours,

State Highway Engineer

R

FORM 8-15-1 2M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 20

March 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Please send to Maintenance Superintendent C. H. Armstrong at Pendleton one blue print copy of the located line profile of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway.

Please send one copy to our office also.

Very truly yours

W. C. WILLIAMS
Division Engineer

By CDC

C. D. CANNON
Office Engineer

CDC:MA

cc R. H. Baldock ✓

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

March 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the project statement and sketch map submitted March 8th covering Oregon FAS 246, Rhea Creek-Heppner section.

An inspection has been made of this route and it is apparent that the logical location, both as to alignment and grades, should be on the opposite side of the creek from the present road southwest out of Heppner to approximately the south end of the next section to be improved.

We would suggest that further study be made of this project, as the route is an important farm to market road. Our recommendations as to the project statement will be withheld pending further information and study.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

NOTED
State Highway Engineer

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 14 1939
STATE HIGHWAY COMMISSION

March 13, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have revised that section of the Heppner-Rhea Creek project between stations 561 and 566 in order to produce the center line of the street. There will still be room for the approach roads from the residences on the high level. The project has been increased $600 by reason of this change. When we made the survey, we followed the existing center line of the highway throughout with the exception of the revision through the wheat fields on top of the hill. The revision as now made does not fit the center of the existing road, neither does it tie into the end of the oiled surface at Station 564+60 and it will be necessary to extend the project to Station 566+65.6, where the new alignment will coincide with the center of the existing oiled surface.

The cattle pass located at Station 556+56 is O.K. as is. The center line was laid to fit the structure, but is not in the center, owing to the fact that superelevation must be taken into consideration which narrows the effective width of the roadway on the left side. The way the line is now laid, there will be a clear roadway width of 21 feet, being 10.5 feet on each side of the center line. I am attaching hereto sketch of the center line in relation to grade and stockpass headwalls.

The center line fits the exact center of the small bridge at Station 261+90. This bridge has a clear roadway width of 20 feet and 4 inches, is on a tangent and the center line coincides exactly with the center of the existing road.

In order that you may make the necessary corrections for the revision between Station 560 and 566+65.6, I am submitting to you by express:

100 foot scale map
Profile tracing of the revision,
 which includes corrected summary,
Earthwork computation sheets of the
 entire project, including revision,

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Heppner-Rhea Creek revision.
Records to Salem.

Page #2
3-13-39

Field Notes of revision
Revised right of way description
for the property of Blanche Watkins

I have advised the right of way agent who is now on the ground not to acquire this tract of land until he was furnished with a revised description.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCW:MA
enc.

[illegible]

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 13 1939
OREGON
STATE HIGHWAY COMMISSION

March 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]

NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to questions you brought up in connection with the Heppner-Rhea Creek Section of the Wasco-Heppner Secondary Highway in Morrow County:

L. R. Chandler is now making a revision of that section between Stations 561 and 568 where the center line does not follow the center line of the street in Heppner. A report on this will be submitted with the records on the revised alignment.

We do not find it necessary to widen the structures at Stations 356+56 and 261+90. The center line on both of these structures is laid to fit the structure and has a minimum width of 10 feet at the hand rail or head wall of either structure. A sketch of the structures will be submitted with the revision data.

We will attempt to have the revision completed and forwarded to your office within the next three days.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock ✓

FORM S-A-1 8M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 4th, 1939

Carried
Project
Secondary

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the Rhea Creek-Heppner Section, I am advised that there is a small bridge at Station 261+90 which is also off center and needs widening. Will you kindly advise whether this should be included in the contract or whether you intend to do it with state forces.

If it is to be contracted we will need a sketch of the existing structure.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

R. G. Smith
Construction Engineer

RGS:AR

cc to: R. H. Baldock

FORM 2-A-1 8M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 1st, 1939

[illegible]

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

NC

Dear Sir:

On the Heppner-Rhea Creek Section at Station 356+36 it is quite apparent that the new location is not symmetrical over the cattle pass and that it will have to be extended. Detail measurements of the existing pipe should be forwarded immediately, showing the inside dimensions as well as the wall and top thicknesses.

An examination of the profile indicates that the drainage is carried for long distances in the side ditch without cross drainage. Would it not be advisable to place several large culverts to get rid of this condition?

Between Stations 561 and 566 the centerline does not follow the centerline of the street but has been reversed over to one side to permit of entrances to property on a low level. The Bureau of Public Roads strongly objects to the location here. Will you kindly advise whether it is possible to hold to the center of the street and still get access to the property on the east side of the highway.

This information should be furnished as soon as possible as we wish to contract this on April 6th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

HGS:AR

H. G. Smith
Construction Engineer

cc to: R. H. Baldock

FORM 9-11-1 2M 6-38

~~COMMISSIONERS~~
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 14, 1939

IN REPLY PLEASE REFER TO FILE NO.

NOTED

Projects

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am in receipt of your letter of February 13 in which you advise you are unable to find any recommendations concerning the 'L' and 'L2' lines on the Rhea Creek-Heppner Section. These two lines were discussed in my letter to you of September 13, 1938 and I will quote herewith an excerpt having reference to the alternate lines:

"Phelps has surveyed two alternate lines between Stations 260 and 354. The alternate designated as the "L" line is very superior in alignment, saves .2 of a mile in distance, but costs approximately $3400 more than the "L2" alternate. The "L2" alternate is a line following the existing road. In my estimation, the expenditure of this $3400 is justified, providing right of way can be secured without exorbitant prices. This line crosses wheat land, but it is land that yields lightly in wheat and the right of way costs should be nominal. If you approve of the "L" line, I would suggest that the Right of Way Department negotiate for the needed right of way and if the same can be secured reasonably, that we figure on the "L" line."

Under date of September 17, 1938, you advised me as follows:

"You may submit specifications and special provisions for the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway, using the "L" line."

I am still of the opinion that the "L" line should be constructed, but would suggest that a Right of Way Agent be assigned immediately to acquire the necessary right of way to make certain that no hitch results in acquisition of the right of way.

As to retention of the existing highway for road connections, I believe the existing road should be left as is to form a connection in either direction for a county road. The existing road is sufficient for such purpose and needs no further work thereon. It should be abandoned as a State highway and be allowed to revert to the county as a county road.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

February 13th, 1939

~~Mr. W. C. Williams~~
~~Division Engineer~~
~~State Highway Dept.~~
~~La Grande, Oregon~~

NOTED
State Highway Engineer

Dear Sir:

I am unable to find any recommendations concerning the L and L^2 lines on the Rhea Creek-Heppner Section. It has always been my opinion that the L line was economically justified, but I have forgotten the local conditions, and there is a possibility that the L^2 line would have to be retained in any event on account of the connecting roads. Therefore, I would appreciate your opinion in the matter as you may have some slant on the local view of the situation.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
FOR FILE

February 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

With reference to plans for resurfacing the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County:

You question the necessity of two courses of surfacing materials between Station 261+10 and 334. Between Station 261+10 and 334 there is to be a new roadbed constructed and all of the surfacing will be new. From Station 261 to 334 and from station 516 to 5[illegible] either alignment or grade changes are being made, which will result in an entirely new surfacing. On the balance of the project it is possible to use the existing surfacing for partial stability.

This means that over all of the project we will have a mean thickness of at least 7 inches. I do not believe it would be advisable to construct a new surfacing of only 4½ inches in thickness. This amount would probably be sufficient in all cases where we have some old surfacing to effect part stability, but otherwise I would not consider it sufficient and do not believe it would meet the approval of the Bureau of Public Roads.

As to revision of unit prices, I note that possibly the surfacing materials are estimated slightly higher than prices we are receiving now. There is not a great amount of surfacing on the job so that the estimated price of $1.50 in place is not much out of line. I do not believe there is any necessity of revising the estimated cost at this time.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

F-Const
Projects
Secondary

February 7th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED

Dear Sir:

In looking over the plans of the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County, which we contemplate letting at an early date, I note you have used two courses between Station 261+10 and Station 334.

We have been quite successful with the use of only one course on many of our important highways, such as the Sherman and Klamath Falls-Lakeview. I can remember nothing unusual on this section which would require the use of such a thickness. Will you kindly check this over and advise further. Also, do you wish to make any revisions in the unit prices in line with recent lettings?

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
OCT 22 1938
FOR FILING

4-P-1

October 20, 1938

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

With reference to your communication of October 18, addressed to the attention of H. G. Smith, regarding specifications for macadam construction, please be advised that the specification for chock stone macadam is, in my opinion, one of the best yet devised.

This specification requires sufficient stone to key the large materials, but an oversupply will force apart the lock of this stone and render ineffective the full foundation strength available. This specification can be built without any filler other than the fines from the quarry. By the use of a prime coat, the surface can be held until the final oil mat construction is completed.

I do not consider the use of a mulch of small stone to be of any permanent advantage to the strength of the foundation.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. H. G. Smith

-H-1 1000 8-37

COMMISSIONERS
ENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

October 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

In compliance with your request of October 14, I will revise specifications on the Rhea Creek-Heppner Section of the Wasco-Heppner Secondary Highway in Morrow County to provide for a keyed stone surfacing.

Before rewriting specifications, however, I would like your advice on some features of this construction. We have had some difficulty in maintaining a smooth surfacing with this type of construction. The materials can be laid to a perfect crown, but become raveled under traffic and as this type of surfacing can not be bladed, it is extremely difficult to recondition it to proper smoothness for oiling.

In discussing this type of surfacing with some of the Bureau engineers and engineers in other divisions of the State, I received the impression that more key rock was being used and that a sufficient amount of this rock may possibly have been used to provide a light mulch which could be bladed back and forth and thus maintain the keyed coarse stone.

I will appreciate any information you may have relative to any possible improvements in the construction of this type of surfacing and whether it is possible to maintain light mulch which can be bladed and eliminate the necessity of oiling with a prime coat immediately. The application of the prime coat costs about $600 a mile and does no special good except to hold the surfacing temporarily. If slightly more rock could be used and eliminate the prime coat feature, there would be more rock in the subgrade and very probably a smoother job result.

As soon as you have advised me relative to questions I have brought up, I will rewrite the specifications. It will be necessary, of course, to cut down the length of the job as the keyed type of surfacing costs somewhat more than the crusher run type I had specified.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

✓ CC R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 14th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to the East Unit of the Rhea Creek-Heppner Section of the Wasco Secondary Highway in Morrow County, with special respect to surfacing.

I can see no particular reason for your adoption of the 3" - 0" surfacing which you have used for this project, as a keyed or chokestone construction has been adopted as a standard in this state for all crushed rock jobs, and it seems to me that conditions on the Rhea Creek-Heppner Section are particularly suited to and would require that type of construction. 3" - 0" surfacing cannot be compacted without the use of filler and an excessive amount of water.

Will you kindly rewrite your specifications to use the standard adopted keyed type of surfacing. For those portions where you are using a 7½" thickness, you may use a 3" maximum size second course if you prefer.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

5-H-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 11 1938
OREGON
STATE HIGHWAY COMMISSION

OCT 11 1938
FOR FILING

October 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir :

I am submitting herewith special provisions, estimate of cost, project summary, typical section and statement of material sources for the East Unit of the Rhea Creek-Heppner Section, Wasco-Heppner Secondary Highway in Morrow County.

For the $62,000 set up for this project there can be constructed a 7.5 mile section extending from Station 169 to Station 564+918. In addition to the construction project, approximately $3200 worth of maintenance materials should be stockpiled for future use.

I find it necessary to install two additional culvert pipes not shown on the plans. These are as follows:

> At Station 290+80, 30 ft. 18 in. pipe, trench excavation, 3 cubic yards.
>
> At Station 530, 36 ft. 18 in. pipe, trench excavation, 2 cubic yards.

Will you please have these noted on the profile tracing?

You will note I am calling for a two course crushed rock surfacing. More stability can be secured by using three inch minus crushed rock for the base and a slightly lower price for crushing should be secured.

All maps and descriptions for right of way were forwarded to your office on September 13.

Very truly yours

W. C. WILLIAMS
Division Engineer

WC:Ma
enc.

cc R. H. Baldock

FORM 8-M-1 1900 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

September 17, 1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
38
STATE HIGHWAY COMMISSION
NOTED

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. G. S. Paxson, Bridge Engineer

Dear Sir:

As requested in your letter of September 17, we have made an investigation of the proposed bridge at Station [illegible] on the Rhea Creek-Heppner section, Wasco-Heppner Highway in Morrow County.

There is no well defined channel at this point, as the existing road is constructed on practically the ground level and whenever there has been any runoff, it has gone over the road. What channel there is is only a very small one leading to the culvert pipe under the present road. This culvert pipe has not heretofore carried the spring runoffs nor any heavy runoffs resulting from rains.

We believe that the bridge should be constructed at approximate right angle to the existing center line and do not believe it will be necessary to make any channel changes other than what is required within the right of way for a right angle crossing.

There is apparently no reason why piling should not be driven if you wish this sort of structure, as a well immediately adjacent to the bridge site shows the depth of 11 feet to gravel and 14 feet to bed rock. Some 600 feet up stream, a well shows a depth of 30 feet with no bed rock.

However, it would appear to me that the multiple box culvert you suggest would be preferable to the pile trestle.

On the print of the vicinity map I am returning herewith, there has been noted the elevation of the flow line both above and below the existing culvert. This would be the same elevation as required for bridge structure.

The proposed ~~right of way~~ Road width is 24 feet, but would recommend that a box culvert, if used, be constructed to a width of 26 feet.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:Ma
Enc.
cc R. H. Baldock
H. G. Smith

FORM 9-A-1 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Const. Projects Section

March 18th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the Heppner-Rhea Creek Section, I concur in your suggestion that the widening be made 24 feet, as I think that meets with the Bureau requirements.

I presume some states might consider it mountain grade, but it probably had better be designated as rolling.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT#2169

FAS 25-A(1) Falls City-Fern Corner 1939
Sec., Falls City Co. Road
2169

FAS 23-A-1

Salem, Oregon
February 17, 1940

Reflectorized Grade Crossing Signs
FAS 23-A (1), Contract No. 2169

Mr. F. D. Eason
Division Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing herewith four copies of a petition relative to reflectorized grade crossing signs on the Falls City County Road. It is requested that you contact or communicate with the proper officials of the Oregon Portland Cement Company and secure their signature upon these forms.

Two copies of the signed form, the original and one duplicate, should be returned to this office as soon as possible. The third copy of the form is for the Oregon Portland Cement Company and the fourth copy is for your files.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by C. A. Bonnett/GS

Encl.

cc Mr. H. G. Smith
Mr. J. W. DeSouza

R.H Boldock

October 31st, 1939

COST ANALYSIS-FINAL REPORT
Falls City-Fern Corner
Falls City Highway - Polk County

Contract #~~2130~~ 2169
Warren Northwest, Inc., Contractors

~~Prefix 116-1008~~ 227-1011
B. O. Johnson, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3"-1½" Mat'l in Base	$11,394.82	5,655 cu. yd.	2.015	2.15	$12,158.25
3/4"-0" " " "	6,366.03	3,150 " "	2.015	2.30	7,245.00
Sprinkling	654.40	523 M-Gal.	1.25	1.25	653.75
Preparation of Base	338.40	4.41 Miles	76.73	100.00	441.00
Min. Aggregate in Place	7,224.08	2,173 cu. yd.	3.324	3.30	7,170.90
RC-3 Asphalt in Seal Coat	733.69	49.54 tons	14.81	17.50	866.95
Tar in Place	2,540.75	193.58 "	13.12	15.00	2,903.70
¼"-0" in Road Approaches	183.75	105 cu. yd.	1.75	1.75	183.75
¼"-0" Reject in Stockpile	9.53	38.1 " "	0.25	0.25	9.53
¼"-0" " Haul	26.34	344.4 yd. mi.	0.076	0.10	34.44
	$29,471.79				$31,667.27

Gross Revenue	$31,667.27
Total Cost	29,471.79
Net Profit	$2,195.48

Net Profit Equals 6.9% of Gross Revenue

Falls City-Fern Corner

Detail of Cost

Labor:

Supervision	$652.51	
Labor	8,998.46	
State Industrial Accident Insurance	810.54	
Unemployment and Social Security	386.04	
		$10,847.55

Materials:

Royalty on Rock	11,121.1 cu. yd. at $0.10	$1,112.11	
Tar	193.58 tons at $9.10	1,761.58	
RC-3	49.54 " " 11.11	550.39	
			3,424.08

Equipment Rental, Small Tools & Misc. Supplies:

Hired Trucks (Not including drivers)	$7,500.49	
Equipment Rental	3,521.00	
Gas, Oil and Grease	1,213.62	
Main Office Expense	1,108.35	
Freight & Cartage	1,024.81	
Small Tools & Misc. Supplies	418.70	
Bond	316.67	
Public Liability and Damage	96.52	
		15,200.16
Total Cost		$29,471.79

Falls City-Fern Corner

REMARKS:

This contract was bid and awarded April 7th, 1939. Work was started June 3rd, and the project was completed July 26th.

Several quarries were suggested in the specifications, the nearest requiring an average haul of 3.9 miles. The contractor, however, found a pile of 8" - 0" rock near Dallas that had been rejected as undersize for river revetment work, and he elected to use this although the average haul was 11 miles.

A semi-portable plant was moved in from Washington to do the crushing. This plant consisted of portable steel bins, a 15 x 36 jaw crusher, a 20 x 40 rolls crusher, a 28" Traylor crusher, 4 diesel motors, a generator and two shaker screens. A 60 h.p. tractor and bulldozer was used to push the material to the trap. Rented 5 cu. yd. trucks were used to haul the material to the job. Adnun spreader, a blade and a roller were used to spread and compact the material.

Oiling was started July 9th and completed July 20th. A well organized crew and good equipment held the costs down. Equipment consisted of a boiler and retort for heating, 1 tender for delivering oil to the job, a distributor, 2 rollers and a power blade. A 3/4 cu. yd. shovel was used to load the aggregate out of stockpile, and the rock was hauled in hired 5 cu. yd. trucks.

Rock was hauled 7.2 miles farther than would have been necessary if the contractor had elected to use the Socialist Valley quarry. This extra haul at $0.06 per yard mile would have paid for drilling and shooting the quarry, but he probably gained by getting a better production as all the rock was 8" or less, and the hauling road was better.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

#2169

September 13, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2169, for the construction of the Falls City-[illegible] Corner Section of the Falls City County Road in Polk County, has been completed by the contractors, Warren Northwest, Inc., and that final settlement will be made by the State with said contractors for work done under said contract on or after September 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $51,617.17, including the final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

3a875.a-1

#2169

August 30, 1939

United States Fidelity & Guaranty Company,
M.K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on Contract No. 2169, for the construction of the Falls City-Fern Corner Section of the Falls City Road in Polk County. This payment will be made on or after September 9, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

/

FAS 25-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 16 1939
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 25-A (1)
Falls City-Fern Corner Sec.
Falls City Road.

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

fwa 4pr-1267

Form P. R. 2

State Oregon

FEDERAL AID SECONDARY Project No. FAS 25-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of July, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of March, 1939, a project statement, which was approved by the Secretary on the 25th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 22nd day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, two hundred twenty and 00/100 dollars ($19,220.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+58.9 in the N.W. 1/4 of Sec. 30, T. 8 S., R. 5 W., W.M., and survey station 231+20.3 in Falls City, with a wye connection between survey station 0+58.9 and survey station 2+58.9

, length 4.428 miles, in Polk County, being Section A (1) of Oregon Fed. Aid Secondary project No. FAS 25, consisting of 4.428 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the [illegible]

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of nineteen thousand, two hundred twenty and 00/100 dollars ($ 19,220.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, twenty six and 00/100 dollars ($ 32,026.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws 1917, and Chap. 51, Laws 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUL 28 1939, 19........

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

Federal Works Administrator,
~~[illegible]~~

By W. J. O'Leary
~~[illegible]~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING O

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 25-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 32,026.00 as the total estimated cost of said project, and the sum of $19,220.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 28 1939 one thousand nine hundred and ______

Federal Works Administrator,
~~Secretary of Agriculture.~~

By ______
~~Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form 330—5M—7-36

ON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1939

Section Fall City - Fern Corner

Kind of work Surfacing, Oiling

Highway Fall City Road

Section prefix 227 - 1011

Contractor Warren- Northwest

Contract number 2169

Date of contract April 6, 1939

Date of completion August 15, 193

Date work started May 22, 1939

Estimated date of completion ...., 193

Amount of contract $ 29115.50

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $ 29,115.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 930.00, 3.2 %

Date project was completed July 22, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished final seal on Thursday and Friday. Saturday dressed shoulders and maintained surfacing. Will keep surface maintained for a few days this coming week.

Danials, Barratt and Towson transferred to Salem.

NOTED
RAY WEBBER

NOTED
RAY WEBBER

RECEIVED
JUL 24 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
VAN SCOY

Signed BC Johnson

Address McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 25-A (1),
Falls City-Fern Corner Section
of the Falls City Road

June 26, 1939

RECEIVED
JUN 27 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield,
Highway Engineer

RECEIVED
MAY 13 1939
FOR FILING

FAS 25-A(1)

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Falls City-Fern Corner Section, Project No. FAS 25-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 29-A(1)

FALLS CITY-FERN CORNER SECTION

OF THE FALLS CITY ROAD IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

Work Outside City (Sta. 0+58.9 to 199+06)(Sta. 0+58.9 to 2+58.9)

4,950	cu. yds.	3" - 1½" Material in Base	$ 2.15	$ 10,642.50
2,120	cu. yds.	3/4" - 0" Material in Base	2.30	4,876.00
220	M-gal.	Sprinkling	1.25	275.00
3.82	miles	Preparation of Base	100.00	382.00
1,720	cu. yds.	Mineral Aggregate in Place	3.30	5,676.00
41	tons	Emulsified or RC-3 Asphalt in Seal Coat	17.50	717.50
193	tons	Tar in Place	15.00	2,895.00
			Subtotal	$ 25,464
			10% Engr. & Cont.	2,546
			Total	$ 28,010

Length of Roadway	3.815 miles
Length of Bridge	.005 mile
Total Length	3.820 miles
Cost per mile	$ 7,332

Note: Oiling is to be constructed across bridge.

Work Inside City (Sta. 199+06 to 231+20.3)

650	cu. yds.	3" - 1½" Material in Base	$ 2.15	$ 1,397.50
280	cu. yds.	3/4" - 0" Material in Base	2.30	644.00
30	M-gal.	Sprinkling	1.25	37.50
0.61	mile	Preparation of Base	100.00	61.00
280	cu. yds.	Mineral Aggregate in Place	3.30	924.00
7	tons	Emulsified or RC-3 Asphalt in Seal Coat	17.50	122.50
31	tons	Tar in Place	15.00	465.00
			Subtotal	$ 3,651
			10% Engr. & Cont.	365
			Total	$ 4,016

Length	0.608 mile
Cost per mile	$ 6,605

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 28,010	$ 16,810	$ 11,200
Work Outside City	4,016	2,410	1,606
	$ 32,026	$ 19,220	$ 12,806

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County March 27, 1939 and by Highway Commission April 7, 1939

RECEIVED
APR 28 1939
FOR FILING

3225-61

April 26, 1939

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are handing you herewith a fully executed copy of Contract No. 2169 which was awarded to you on April 6, 1939, for surfacing and oiling the Falls City-Fern Corner Section of the Falls City Road, in Polk County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

(handed to representative who called at the office)

7012 5-C-1

April 11, 1939

WARREN NORTHWEST, INC.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2169 which was awarded to you on April 6, 1939, by the State Highway Commission, covering the surfacing and oiling of the Falls City-Fern Corner Section of Falls City Road, in Polk County.

Will you kindly execute all four copies of this contract and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

File 75

April 8, 1939

Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 6, 1939, awarded you the contract for 4.4 miles surfacing and oiling on the Falls City-Fern Corner Section of the Falls City County Road, in Polk County. This award was based on your low bid of $29,115.50, using tar, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

7AL 25

April 7, 1939

Mr. F. D. Esson
Highway Division Engineer
Salem, Oregon

Dear Sir:

In order to comply with the requirements of the Bureau of Public Roads, it has been necessary for us to agree to install reflectorized advance warning signs and reflectorized cross buck signs at each of the two grade crossings on the Falls City-Fern Corner Project in Polk County.

Please take steps to have these signs installed so that they will be in place before the oiling work is completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith
W. O. Widdows

RECEIVED
MAY 10 1939
FOR FILING

FAS 25-A(1)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 6, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 25-A (1), the Falls City-Fern Corner section of Falls City County Road, to Warren Northwest Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
[illegible] 1939
FOR FILING

708 25

RECEIVED
MAR 28 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 27, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on March 25, 1939, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 25, involving the improvement of 4.4 miles of a county road in Polk County, between a connection with State Secondary Route 191 and Falls City.

The project statement was approved subject to the condition that railroad grade crossings within the limits of the project will be adequately protected in accordance with the requirements of General Administrative Memorandum No. 63.

Classification of the railroad grade crossings was not shown on the sketch map. This has been added to the maps here, but it is requested the classification be shown on future project statement sketch maps.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FaS25-A-1

RECEIVED
MAR 23 1939
OREGON
STATE HIGHWAY COMMISSION

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary project FAS 25-A (1), the Falls City-Fern Corner section of the Falls City Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of project statement.

We have corrected all papers submitted to show the project number as 25 instead of 37, in accordance with your request.

Please submit revised summary sheets to agree with the estimate and the proposal.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

7a 2 25

March 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of March 18th, concerning the Falls City-Fern Corner Project (Project FAS 25).

The situation mentioned in your letter will be taken care of, we think, by including in the Federal Aid Secondary System, the secondary state highway route from Dallas south to a connection with the Corvallis-Newport Highway near Wren (Secondary State Highways Nos. 190 and 191. The inclusion of that route is practically assured as the 1939 FAS Program includes a project on the Benton County portion of Highway No. 190.

Reflectorized advance warning signs and reflectorized crossbuck signs will be installed at each of the two grade crossings on the Falls City-Fern Corner Project, concurrently with other work to be done on the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 20 1939
SALEM
STATE HIGHWAY COMMISSION

March 18, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Probert

Dear Sir:

Reference is made to project statement and P.S.& E. for Oregon Federal Aid Secondary project FAS 25, the Fern Corner-Falls City section of the Falls City road.

This project is but 4.4 miles in length and provides for a stub road from Falls City to the Dallas-Kings Valley secondary highway No. 191.

The approval of this short section alone barely comes within the scope of the rules and regulations, and as we have suggested, the route should have probably extended along State Secondary Highway No. 191 to a connection with the State primary highway at Dallas, or possibly Route No. 191 should have been included with the Fern Corner to Falls City stub as a part of the route. However, we will forward the papers as submitted but would like to have your comments as to changing the route.

It is noted that there are two railroad crossings on this project, and it will be necessary that we receive written agreement from you to install reflectorized warning and crossbuck signs concurrently with the highway improvement. This should be done so that it can be forwarded with the P.S.&E. papers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 16 1939
FOR FILING

FAS 25-(1)

March 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of page 2 of the estimate to accompany plans and specifications for the Falls City-Fern Corner Section, Project No. FAS 25-A (1).

Please substitute this page in the copies of the estimate sent to you yesterday, for the reason that the cost of work inside and outside of the city was inadvertently reversed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Length 0.608 mile
Cost per mile $ 6,723

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Outside City	$ 28,457	$ 17,077	$ 11,380
Work Within Falls City	4,088	2,453	1,635
	$ 32,545	$ 19,530	$ 13,015

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 37-A(1)

FALLS CITY-FERN CORNER SECTION

OF THE FALLS CITY ROAD IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 15, 1939

Work Outside City (Sta. 0+58.9 to 199+06)(Sta. 0+58.9 to 2+58.9)

4,950	cu. yds.	3" - 1½" Material in Base	$ 2.15	$ 10,642.50
2,120	cu. yds.	3/4" - 0" Material in Base	2.15	4,558.00
220	M-gal.	Sprinkling	1.25	275.00
3.82	miles	Preparation of Base	100.00	382.00
1,720	cu. yds.	Mineral Aggregate in Place	3.15	5,418.00
41	tons	Emulsified or RC-3 Asphalt in Seal Coat	23.00	943.00
74	tons	RC-3 Asphalt in Binder Course	23.00	1,702.00
78	tons	SC-6 Road Oil in Place	25.00	1,950.00
193	tons	Tar in Place	19.00	(Alternate)
			Subtotal	$ 25,870
			10% Engr. & Cont.	2,587
			Total	$ 28,457

Length of Roadway	3.815 miles
Length of Bridge	.005 mile
Total Length	3.820 miles
Cost per mile	$ 7,449

Note: Oiling is to be constructed across bridge.

Work Inside City (Sta. 199+06 to 231+20.3)

650	cu. yds.	3" - 1½" Material in Base	$ 2.15	$ 1,397.50
280	cu. yds.	3/4" - 0" Material in Base	2.15	602.00
30	M-gal.	Sprinkling	1.25	37.50
0.61	mile	Preparation of Base	100.00	61.00
280	cu. yds.	Mineral Aggregate in Place	3.15	882.00
7	tons	Emulsified or RC-3 Asphalt in Seal Coat	23.00	161.00
12	tons	RC-3 Asphalt in Binder Course	23.00	276.00
12	tons	SC-6 Road Oil in Place	25.00	300.00
31	tons	Tar in Place	19.00	(Alternate)
			Subtotal	$ 3,717
			10% Engr. & Cont.	371
			Total	$ 4,088

Length	0.608 mile
Cost per mile	$ 6,723

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within Falls City	$ 28,457	$ 17,077	$ 11,380
Work Outside City	4,088	2,453	1,635
	$ 32,545	$ 19,530	$ 13,015

RECEIVED
MAY 1 1939
FOR FILING

FAS 35-A-1

March 15, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

35

Dear Sir:

Herewith are enclosed seven copies of estimate and five copies of right of way statement to accompany plans and specifications for the Fall City-Fern Corner Section, Project No. FAS 37-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

FALLS CITY-FERN CORNER SECTION

PROJECT NO. FAS 77-A (1) 25 A 1

All necessary right of way has been acquired on this project.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 15, 1939

RECEIVED
MAY 1 8 1939
FOR FILING

[illegible] 25

March 7, 1939

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Fern Corner-Falls City Section, Project No. FAS ~~[illegible]~~.

FAS 25

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

STATE Oregon

PROJECT NO. ~~FAS 27~~
(Not to be filled in)
FAS 28

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) March 7, 1939

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts

1. Local name of road Fern Corner-Falls City Section, Falls City Road
2. Between ~~control points of official description:~~ Falls City and a connection with Dallas-Kings Valley Highway in the NE¼ of Section 25, T. 8 S., R. 6 W.
3. Between intermediate control points if used: and

County of Polk

4. Length in miles (gross) 4.4 (net) 4.4
5. Preliminary estimate of cost: Total, $27,000; section of road to be first improved, $27,000, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

(Official title of Highway Department.)

By

As Chairman (Title of officer.)

By

As Commissioner (Title of officer.)

By

As Commissioner (Title of officer.)

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 37 [illegible]

C E R T I F I C A T E

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) March 7, 1939

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

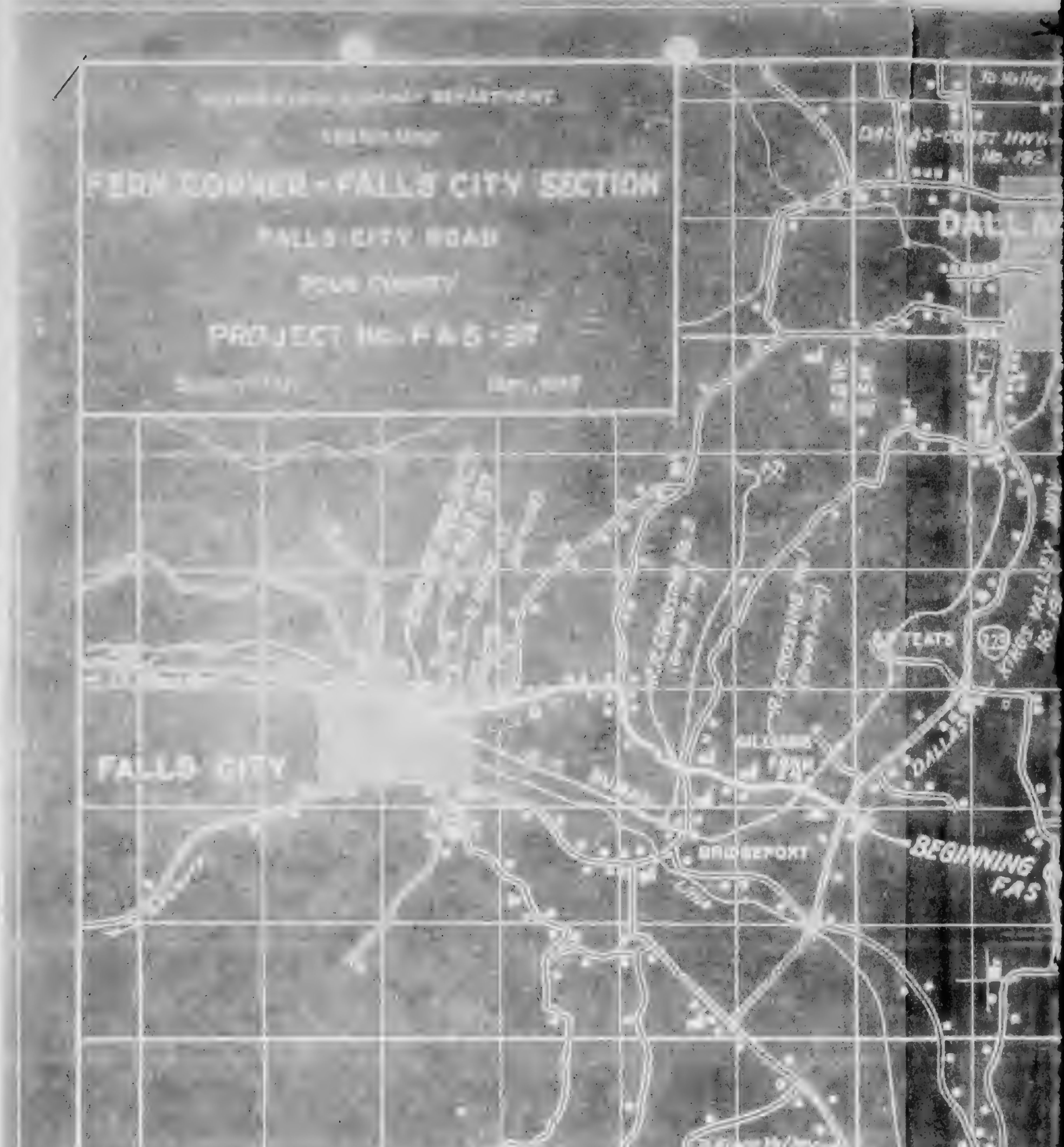
____
District Engineer, B. P. R.

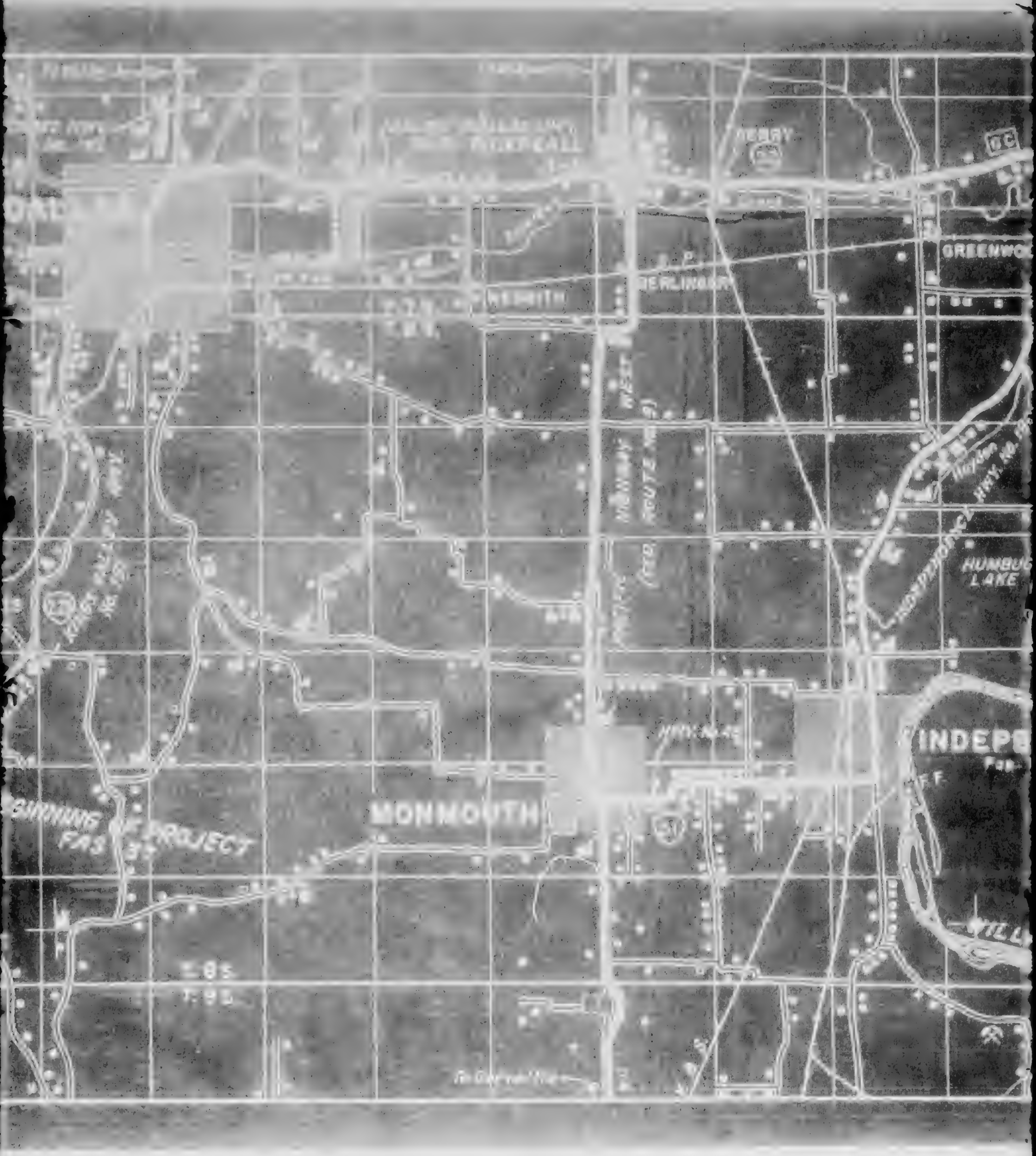
By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

HIGHWAY DEPARTMENT
MAP
FERN CORNER - FALLS CITY SECTION
FALLS CITY ROAD
POLK COUNTY
PROJECT No. F A S - 37
FALLS CITY
BRIDGEPORT
BEGINNING FAS
DALLAS-COAST HWY. No. 192
DALLAS
DALLAS
KINGS VALLEY HWY.
223


RICKREALL
PERRY
S. P.
GREENWO
ERLINGER
WEST
ROUTE
HUMBUG
LAKE
INDEPENDENCE
MONMOUTH
INDEPE
51
BEGINNING OF PROJECT
FAS 3
T. 8 S.
T. 9 S.

GREENWOOD
51
Hayden Island
INDEPENDENCE
WILLAMETTE
MARION COUNTY
RIVER
51

CONTRACT# [redacted] 2170

FAS 239-C(1) Baker Gulch-Lick Cr. 1939
Sec., Little Butte Secon.
Hwy.

2170

R.H. Baldock
FA [illegible]

[illegible]uary 29th, 1940

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Baker Gulch-Lick Creek Section
Little Butte Secondary Highway in Jackson County

Contract 2170 Prefix 115-1006
Clifford A. Dunn, Contractor C. C. Gall, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$141.15	72.7 cu. yd.	1.942	1.50	$109.05
Excavation, Single Class	493.12	721.2 " "	0.684	0.40	288.48
Finishing Roadbed & Slopes	319.44	0.80 Mi.	399.300	300.00	240.00
12" Concrete Pipe	458.52	411 lin. ft.	1.116	1.00	411.00
18" " "	176.38	90 " "	1.960	1.85	166.50
24" " "	36.45	12 " "	3.038	3.00	36.00
Salvaging Culvert Pipe	86.55	116½ " "	0.743	0.75	87.38
Quarry Run Rock in Base	4,245.61	6,047 cu. yd.	0.702	0.70	4,332.90
4"-2" Rock in Base	5,890.20	4,022 " "	1.464	1.25	5,027.50
3/4"-0 Rock in Base & Shldrs.	6,306.34	4,147 " "	1.521	1.50	6,220.50
Sprinkling	627.02	722 M-Gal.	0.868	1.20	866.40
Preparation of Base	1,076.34	3.27 Mi.	329.160	200.00	654.00
Mineral Aggregate in Place	6,133.21	2,075 cu. yd.	2.956	2.40	4,980.00
SC-6 Road Oil in Place	2,500.86	125.74 Ton	19.889	19.00	2,389.06
RC-3 Asphalt in Seal Coat	[illegible]	36.22 Ton	[illegible]	20.00	724.40
3/4"-½" Cr. Rock in S.P.	[illegible]	259.7 cu. yd.	[illegible]	1.25	324.63
½"-¼" " " " "	814.49	521.0 " "	1.563	1.25	651.25
¼"-#10 " " " "	[illegible]	342.4 " "	[illegible]	1.25	428.00
¼"-0 Rejects	58.73	215.1 " "	[illegible]	0.25	53.78
PA #1, 1-3/4"-3/4" Cr. Rock	158.98	101.7 " "	[illegible]	1.25	127.13
PA #2, Barreling Oil	126.59	9.26 Ton	13.671	12.55	116.21
	$31,918.70				$28,739.17

Total Cost	$31,918.70
Gross Revenue	28,739.17
Net Loss	$3,179.53

Net Loss Equals 9.96% of Gross Revenue

Contract 2170

Details of Cost

Labor:			
Supervision		$553.39	
Labor		10,928.31	
State Industrial Accident	6½% of P/R	746.31	
Unemployment Compensation	3% of P/R	344.45	
Old Age Benefit	1% of P/R	114.82	
			$12,687.28
Materials:			
12" Concrete Pipe	411 lin. ft. at $0.52	$213.72	
18" " "	90 " " " 1.15	103.50	
24" " "	12 " " " 1.50	18.00	
SC-3 Road Oil	135.86 Tons " 10.60	1,440.29	
PC-5 Asphalt	37.36 " " 10.80	403.39	
			2,179.40
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$8,853.96	
Gas, Oil and Grease		4,289.47	
Move In		1,151.42	
Explosives		1,250.00	
Small Tools & Misc. Expenses		350.00	
Overhead Expense		290.00	
Home Office Expense		574.78	
Bond		287.39	
			17,047.02
Total Cost			$31,913.70

Contract 2170

Cost Analysis of Crushing Operations

	4"-2" and 3/4"-0 Rock			Mineral Aggregate-Stockpile Rock		
	Cost	Quantity	Unit Cost	Cost	Quantity	Unit Cost
Drill & Shoot Quarry	$1,281.63	8169 cu. yd.	.1569	$574.33	3700 cu. yd.	.1552
Erect Plant	1,060.03	" " "	.1298	475.55	" " "	.1285
Load Quarry Mat'l.	1,298.42	" " "	.1589	906.55	" " "	.2450
Haul Quarry to Crusher	1,242.75	" " "	.1521	766.97	" " "	.2073
Crusher Operation	2,902.59	" " "	.3553	2,168.60	" " "	.5861
Cost in Bunker	$7,785.42	8169 cu. yd.	.9530	$4,892.00	3700 cu. yd.	1.3222

The formation in the quarry was irregular and contained much unsuitable material in dirt seams. Shooting required about ½ lb. per cu. yd.

Plant erection was started July 27th and required 2½ weeks to set up. The plant consisted of a 15" x 36" Lewelyn jaw, 3' Symons cone and 40" x 20" Pioneer rolls crushers, an 8' x 16" feeder, a 4' x 16' double and a 4' x 12' single deck Symons screens, and 260 feet of 24" and 30" conveyor belt. Power was furnished by a 260 h.p. diesel engine.

Quarry material was loaded with a 5/8 cu. yd. Speeder shovel and hauled to the plant in two 5-yard trucks.

Material passed over a grizzly which removed 15% as reject. The crusher produced 8169 cu. yd. of 4"-2" and 3/4"-0 surfacing rock in 182 hours at an average of 45 cu. yd. per hour; and 2075 cu. yd. of mineral aggregate and 1675 cu. yd. of stockpile material in 133½ hours at an average of 28 cu. yd. per hour.

Contract 2170

REMARKS:

This was a Federal Aid Secondary project and consisted of widening .31 miles of highway roadbed, construction of 3.27 miles of crushed rock base, application of 3.29 miles of oil mat surface treatment (Type O-11 modified), furnishing 1,160 cu. yd. of crushed rock in stockpiles and other incidental work.

The contract was bid and awarded April 7, 1939; work was started June 27th, suspended during the entire month of July for lack of available equipment, and completed September 29th, 1939, overrunning the specified completion date by two weeks.

Grading operations were done with an RD-7 cat and dozer and a 3/8 cu. yd. shovel and light trucks. This was scratch work and required much time to produce a small amount of pay quantities with a result that the unit cost was high.

Quarry-run rock base was drilled and shot, loaded by a 3/ 8 cu. yd. shovel into light trucks, hauled an average of ½-mile and placed on the road. Component unit costs were as follows: Drill and shoot .157; Load .147; Haul .112; Street Work .287, total $0.70 per cu. yd.

4"-2" Crushed rock was laid on the road where quarry run base was not applied, and 3/4"-0 key rock was laid on the entire length of the project. Average haul on surface rock was one mile.

The roadbed was maintained for a week prior to applying the first oil spread. This increased the cost of preparation of base.

SC-6 and RC-3 cost $3.70 a ton, Bay district plus freight to Central Point at $7.10 a ton. Oil was heated at Central Point and hauled in 500-gallon transport trucks an average of 14 miles to the job, where it was spread by a 1000-gal. distributor. SC-6 was used for the first and second course and for the first seal. After an interval of five days a final seal of RC-3 was applied.

Poor organization and old equipment and low bid prices resulted in losses on early all items. Lack of organization was reflected in the high labor cost on the job. Delays caused by lack of available equipment and by wet weather, particularly during the oiling operations, increased the cost of all items.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED

FAS 251-C-1

January 27, 1940

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

At the meeting of the State Highway Commission held November 21, 1939, the following action was taken on your request for extension of time:

"Clifford A. Dunn, Contract No. 2170, for regarding, surfacing, and oiling the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, in Jackson County, requested an extension of time from September 15 to September 29, 1939, within which to complete this job. He attributed his failure to complete this project within the specified time limit to rainy weather which interfered with the oiling operations. The Engineer advised that this contract was awarded on April 7, 1939, but Mr. Dunn did not commence construction until June 27, 1939, and then worked only a few days when operations were stopped until August 1 because of lack of proper equipment. He further advised that, in his estimation, rainy weather is not a legitimate reason for failure to complete the project within the specified time limit. He recommended that the extension of time now requested be granted but that the contractor be required to reimburse the state for the extra engineering expense incurred subsequent to the date of completion specified in the contract. A letter was presented from the District Engineer of the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - K. D. Lytle

RECEIVED
DEC 13 1939
FOR FILING

December 13, 1939

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2170, for the construction of the Baker Gilch-Lick Creek Section of the Little Butte Secondary Highway in Jackson County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $28,426.07, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAS 239-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

NOV 10 1939

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 239-C (1), Baker Gulch-Lick Creek Section of the Little Butte Highway, was made by a representative of this office on ________________. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Zon

RECEIVED
[illegible]

FAS 239-C-1

October 21, 1939

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2170, Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway in Jackson County. This payment will be made on or after October 31, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 8-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 17th, 1939

23qrE-1

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTN: H. B. GLAISYER

Dear Sir:

Attached please find application made by Clifford A. Dunn for an extension of 14 days time to Sept. 29th, within which to complete his contract No. 2170 - Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway in Jackson County.

The contract, covering 3.27 miles of surfacing and oiling was let on April 7th, 1939. Work was started June 27th, but after working a few days the crew was laid off on account of the lack of proper equipment and was not started again until August 1st. From that date the work was carried on in a vigorous manner and the job would have been completed within a few days of the specified time had it not been delayed by rain.

There is no reason why this job should not have been completed on time except that the contractor's equipment was tied up on other highway work but due to the fact that it overran only two weeks and to the fact that Mr. Dunn's jobs usually are completed ahead of time, I would recommend that the request be granted without penalty.

Our engineering costs were not increased by the delay in starting nor was the public inconvenienced.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock
cc. H. G. Smith

KDL:AF

Form 330—5M—7-38

EGON STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 14, 1939, 193

Section	Baker Gulch - Lick Creek	Kind of work	Resurface & Oil
Highway	Little Butte Secondary	Section prefix	115 - 1006
Contractor	Clifford A. Dunn	Contract number	2170
Date of contract	April 7, 1939, 193	Date of completion	Sept. 15, 1939, 193
Date work started	June 27, 1939, 193	Estimated date of completion	Sept. 29. 1939, 193
Amount of contract	$ 27,82900	Per cent of time elapsed	109 %

Estimated cost of completed project, exclusive of engineering $ 28,759.83

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1650.00, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and sub-mitted this week.

There remains only right-of-way posts to be set at the corners of the quarry and stockpile site to complete the project.

Final report.

NOTED
RAY WEBBER

NOTED
H. G. SMITH

Signed C. C. Gall,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.81	3.27		3.29	
Miles partially completed	All	All		All	
Miles completed	"	"		"	
Total estimated quantities	721	14,100	1400	2075	
Estimated quantities moved or placed to date	All	All	All	All	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday			
Thursday	"		
Friday	"		
Saturday			

"

FORM 5-A-1 8M 4-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 4 - 19
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

7A8-239-C-1

Oct. 3, 1939

Clifford A. Dunn
Contractor
Klamath Falls, Oregon

Dear Sir:

The work on the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, Contract 2170, was not completed on Sept. 15th as specified in the Contract.

It will, therefore, be necessary for you to apply for an Extension of Time to and including Sept. 29th, which is the date the engineer has advised the project was completed.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Glaisyer ✓

Form 239—5M—7-38

4 239.C-1

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 30, 1939

Section Baker Gulch - Lick Creek

Kind of work Resurface & Oil

Highway Little Butte Secondary

Section prefix 115 - 1006

Contractor Clifford A. Dunn

Contract number 2170

Date of contract April 7th, 1939

Date of completion Sept. 15, 1939

Date work started June 27, 1939

Estimated date of completion Sept 29, 1939

Amount of contract $ 27,829.00

Per cent of time elapsed 109 %

Estimated cost of completed project, exclusive of engineering $ 27,829.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1400.00, 5.00 %

Date project was completed Sept. 29, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final seal applied on the 26th. Contractor broomed and rolled the completed surface to and including the 29th.

NOTED
RAY WEBBER

NOTED

1939

Signed C. O. Gell,

Address Medford, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.81	3.27		3.29	
Miles partially completed	0.81	3.27		3.29	
Miles completed	"	"		"	
Total estimated quantities	700	14,200	1160	1800	
Estimated quantities moved or placed to date	All	All	All	All	
Average daily quantities				150	
Average daily quantities necessary to complete project on time				time up	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				25	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday			
Friday	"		
Saturday	"		

FAS 239-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Oregon FAS 239-C (1)
Baker Gulch-Lick Cr. Sec.
Little Butte Creek Hwy.

POST OFFICE BUILDING
PORTLAND, OREGON

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

Wa4pr- 1556

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 239-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of July, 1939

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 8th day of June, 1937, a revised project statement, which was approved by the Secretary on the 6th day of August, 1937, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the 23d day of March, 1939; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, four hundred ten and 00/100 dollars ($ 17,410.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 248, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 165+20.1 in the SE 1/4 Section 31, T. 35 S., R. 1 E., at the east end of Section B of said project, and survey station 343+00 in the NW 1/4, Section 10, T. 36 S., R. 1 E., W. M. (excepting therefrom those portions between survey stations 178+13 and 178+43; 265+95 and 266+25; 302+30 and 302+81), length 3.267 miles, in Jackson County, being Section C(1) of Oregon Fed.Aid Secondary- project No. FAS 239, consisting of 3.267 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~of a mile in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, in conformity with the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of seventeen thousand, four hundred ten and 00/100 dollars ($17,410.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-nine thousand, sixteen and 00/100 dollars ($29,016.00), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of AUG 24 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5515

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 239-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 29,016.00 as the total estimated cost of said project, and the sum of $ 17,410.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of ______ one thousand nine hundred and AUG 24 1939

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 10 1939
STATE [illegible] COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. 481, Oregon FAS 239-C(1)
Baker Gulch-Lick Creek
Little Butte Creek Highway

July 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

To Com.
7/10/39

RECEIVED
MAY 16 1939
FOR FILING

7/1337(1)

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Baker Gulch-Lick Creek Section, Project No. FAS 239-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Project No. FAS 239-C(1)

BAKER GULCH-LICK CREEK SECTION OF THE

LITTLE BUTTE CREEK HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 4, 1939

70	cu. yds.	Trench Excavation	$ 1.50	$ 105.00
500	cu. yds.	Excavation, Single Classif.	.40	200.00
0.81	mile	Finishing Roadbed and Slopes	300.00	243.00
400	lin. ft.	12" Concrete Pipe	1.00	400.00
130	lin. ft.	18" Concrete Pipe	1.85	240.50
3	lin. ft.	24" Concrete Pipe	3.00	9.00
110	lin. ft.	Salvaging Culvert Pipe	.75	82.50
5,000	cu. yds.	Quarry Run Rock in Base	.70	3,500.00
4,500	cu. yds.	4" - 2" Rock in Base	1.25	5,625.00
4,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.50	6,600.00
450	M-gal.	Sprinkling	1.20	540.00
3.27	miles	Preparation of Base	200.00	654.00
2,000	cu. yds.	Mineral Aggregate in Place	2.40	4,800.00
140	tons	SC-6 Road Oil in Place	19.00	2,660.00
36	tons	Emulsified or RC-3 Asphalt in Seal Coat	20.00	720.00
			Subtotal	$ 26,379
			10% Engr. & Cont.	2,637
			Total	$ 29,016

Length of Roadway	3.267 miles
Length of 3 Bridges	.021 mile
Total Length	3.288 miles
Cost per mile	$ 8,881

FAS Funds Requested- -	$ 17,410
State Funds- -	11,606
	$ 29,016

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920, Chap. 248, laws 1931

Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 248, laws 1931

RECEIVED
MAY 2 - 1939
FOR F

11-C-2-9-C-1

May 1, 1939

Mr. Clifford A. Dunn
P. O. Box 431
Klamath Falls, Oregon

Dear Sir:

As requested in your letter of April 29, we are forwarding to you, under separate cover, one set each of the plans and specifications for the Dixonville-Mud Hollow Section (Contract No. 2175) and the Baker Gulch-Lick Creek Section (Contract ✓No. 2170).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

TELEPHONE 965

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

KLAMATH FALLS, OREGON

RECEIVED
MAY 1 - 1939
STATE HIGHWAY COMMISSION

April 29 1939

Oregon State Highway Commission
Salem, Oregon.

[illegible] 2175
[illegible] 2170

Deaf Sir:

Kindly send us a field copy on the Little Butte Secondary Highway, Jackson County Project. Also send another field copy to us at Klamath Falls of the North Umpqua County Road Highway, Douglas County Project for our Oiling Supt.

Very truly yourx
CLIFFORD A. DUNN
BY Claude Fischer

Mailed
5/1/39

(r)

FAS 239-C-1

April 11, 1939

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2170 which was awarded to you on April 7, 1939, by the State Highway Commission, covering the regrading, surfacing and oiling of the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

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Fas 239-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 239-C (1), the Baker Gulch-Lick Creek section of the Little Butte Secondary Highway, to Clifford A. Dunn, Klamath Falls, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 28 1939
FOR FILING

7ld 239 C-1

April 27, 1939

Clifford A. Dunn

Klamath Falls, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2170 which was awarded to you on April 7, 1939, for regrading, surfacing and oiling the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, in Jackson County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

RECEIVED
APR 28 1939
FOR FILING

7a2239-C1

April 27, 1939

Hartford Accident & Indemnity Company
T. B. Watters, Agent
Klamath Falls, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2170 which was awarded to Clifford A. Dunn on April 7, 1939, for regrading, surfacing and oiling the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, in Jackson County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

Secretary

JM:AM

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APR 10 1939

231-C-1

April 8, 1939

Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

The State Highway Commission on April 7, 1939, awarded you the contract for 0.81 mile grade widening, 3.3 miles surfacing and oiling and furnishing crushed rock in stock piles on the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway, in Jackson County. This award was based on your low bid of $27,829.00 submitted on that date.

Contract forms will be sent to you within the next few days for execution.

Very truly yours,

AN

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

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FAS 239-C-1

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MAR 24 1939
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STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. & E. documents for Oregon Federal Aid Secondary Project FAS 239-C (1), the Baker Gulch-Lick Creek Section of the Little Butte Creek Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be deferred until the right-of-way has been acquired.

Very truly yours,

W. H. LYNCH,
District Engineer

By F.E.Andrews
F. E. Andrews,
Senior Highway Engineer

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MAY 16 1939
FOR FILING

239 C-1

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of revised special provision pages 10 and 11 for the Baker Gulch-Lick Creek Section, Project No. FAS 239-C (1), which pages are to replace those in the bid proposals sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
MAY 16 1939
FOR FILING

[illegible]

March 20, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate for the Baker Gulch-Lick Creek Section, Project No. FAS 239-C (1).

Five blueprint copies of the plan summary sheet are being sent under separate cover.

These papers have been revised by showing the quantity of "Mineral Aggregate in Place" as 2,000 cubic yards instead of 1,830 cubic yards, as given in those sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ME

Encl.

Oregon State Highway Department Project No. FAS 239-C (1)

BAKER GULCH-LICK CREEK SECTION OF THE LITTLE BUTTE CREEK HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 20, 1939

70	cu. yds.	Trench Excavation	$ 1.50	$ 105.00
500	cu. yds.	Excavation, Single Classif.	.50	250.00
0.81	mile	Finishing Roadbed and Slopes	200.00	162.00
400	lin. ft.	12" Concrete Pipe	1.00	400.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
3	lin. ft.	24" Concrete Pipe	3.00	9.00
110	lin. ft.	Salvaging Culvert Pipe	.80	88.00
5,000	cu. yds.	Quarry Run Rock in Base	.75	3,750.00
4,500	cu. yds.	4" - 2" Rock in Base	1.40	6,300.00
4,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.40	6,160.00
450	M-gal.	Sprinkling	1.25	562.50
3.27	miles	Preparation of Base	100.00	327.00
2,000	cu. yds.	Mineral Aggregate in Place	2.50	5,000.00
140	tons	SC-6 Road Oil in Place	22.00	3,080.00
36	tons	Emulsified or MC-3 Asphalt in Seal Coat	22.00	792.00

Subtotal	$ 27,245
10% Engr. & Cont.	2,724
Total	$ 29,969

Length of Roadway	3.267 miles
Length of 3 Bridges	.021 mile
Total Length	3.288 miles
Cost per mile	$ 9,173

FAS Funds Requested- -	$ 17,990
State Funds- -	11,979
	$ 29,969

Oregon State Highway Department Project No. FAS 239-C (1)

BAKER GULCH-LICK CREEK SECTION OF THE LITTLE BUTTE CREEK HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 13, 1939

70	cu. yds.	Trench Excavation	$ 1.50	$ 105.00	
500	cu. yds.	Excavation, Single Classif.	.50	250.00	
0.81	mile	Finishing Roadbed and Slopes	200.00	162.00	
400	lin. ft.	12" Concrete Pipe	1.00	400.00	
130	lin. ft.	18" Concrete Pipe	2.00	260.00	
3	lin. ft.	24" Concrete Pipe	3.00	9.00	
110	lin. ft.	Salvaging Culvert Pipe	.80	88.00	
5,000	cu. yds.	Quarry Run Rock in Base	.75	3,750.00	
4,500	cu. yds.	4" - 2" Rock in Base	1.40	6,300.00	
4,400	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.40	6,160.00	
450	M-gal.	Sprinkling	1.25	562.50	
3.27	miles	Preparation of Base	100.00	327.00	
2000 ~~1,830~~	cu. yds.	Mineral Aggregate in Place	2.50	~~4,575.00~~	5000.00
140	tons	SC-6 Road Oil in Place	22.00	3,080.00	
36	tons	Emulsified or RC-3 Asphalt in Seal Coat	22.00	792.00	
			Subtotal	$ ~~26,820~~	$ 27245.
			10% Engr. & Cont.	~~2,682~~	2724
			Total	$ ~~29,502~~	$ 29,969

Length of Roadway 3.267 miles
Length of 3 Bridges .021 mile
Total Length 3.288 miles

Cost per mile $ 9,030 9173.

FAS Funds Requested- -	$ 17,700	$ 17990
State Funds- -	~~11,802~~	11979
	$ 29,502	29969.

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March 13, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of a statement concerning status of right of way for the Baker Gulch-Lick Creek Section, Project No. FAS 239-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

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MAY 16 1939
FOR FILING

FAS 239-C-1

March 13, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications and five copies of a statement concerning status of right of way for the Baker Gulch-Lick Creek Section, Project No. FAS 239-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

BAKER GULCH-LICK CREEK SECTION

PROJECT NO. FAS 239-C (1)

Negotiation for right of way is in progress on the project, but two parcels have not as yet been acquired nor has the right to occupy and use these parcels been secured. It is now believed, however, that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 13, 1939.

FORM 5-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

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FEB 18 1
STATE HIGHWAY COMMISSION

Coast Projects Secondary

Feb. 17, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

We are enclosing the following data in connection with the Baker Gulch-Lick Creek Section of the Little Butte Secondary Highway:

2 Copies of Statement of Material Sources and Stock Pile Sites
Form 511 & 512 and R/W descriptions of the quarry at M.P. 5.27 to be acquired from Jesse Emerich
Form 511 & 512 and R/W descriptions of stock pile site at M.P. 5.35 to be acquired from Wm Hansen
1 Sketch Map showing both Quarry and Stock Pile Sites

The owner of the quarry site indicated his desire that we take all of his property lying on the north side of the highway. Since none of the land was valuable, the site has been laid out that way. Otherwise, it would leave the owner with four or five acres rather inaccessible to him and not worth the fencing.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

cc: Baldock ✓

FORM 6-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 17 1939
OREGON
STATE HIGHWAY COMMISSION

Feb. 16, 1939

RECEIVED

Const.
Projects
Secondary

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: H. G. Smith

Dear Sir:

I am sending, herewith, the following records on the Baker Gulch-Lick Creek Section, of the Little Butte Secondary Highway:

1 Profile showing Typical Cross-sections
1 Roll of Cross-sections
Earthwork Quantity Sheets
2 Copies of Special Provisions

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: McCullough ✓

FORM S-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

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Project
Secondary

RECEIVED
JAN 28 1939
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

Jan. 27, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I figure that we can resurface and reoil three and one-half miles of the Little Butte Secondary Highway for the $30,000.00 you have set up for that work.

The west end of the project would be near Baker Gulch, at Station 165+20, mile point 4.27, and the east end would be at approximately Station 350, mile point 7.77.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:G

cc: McCullough ✓

NOTED
Asst. State Highway Engineer

CONTRACT# [redacted] 2171

FAS 32-A-1 Hooker Cr.-Jordan Valley 1939
Sec., Jordan Valley Secon.
2171

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FAS 32-A-1

August 10, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of July 30, 1940, concerning the Hooker Creek-Jordan Valley Section, Project No. FAS 32-A (1).

The 11.2 foot equation mentioned in your letter was due to a correction in chaining as there was no change made in the alignment.

No topping was placed on the bridge at approximate Station 5521+40.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
31
STATE HIGHWAY COMMISSION

July 30, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the statement of constructed length submitted with the final voucher for Oregon Federal Aid Secondary Project FAS 32-A (1), Hooker Creek-Jordan Valley Section of the Jordan Valley Highway.

No explanation of the 11.2 foot equation is given, and we therefore assume it represents a correction in chaining. It is requested that you verify this; and in the future, please advise if changes in plan length represent actual variation from the plans, such as line changes, or corrections in measurement only.

The bridge, Stations 5521+27.4 to 5521+57.4, is shown in the project agreement as an exception, and we are therefore recording the length of the project as 5.238 miles.

We are not certain if topping was placed on the bridge, but if so, the cost of material and hauling should be considered as non-participating work. Our computation, based on 6" thickness, gives 10 c. y. of topping and 55 y. m. haul, amounting to $6.85. Will you please advise concerning this matter.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

2157 +
2171

702 32 A.1

March 16, 1940

Honorable Earl Snell,
Secretary of State
CAPITOL BUILDING
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 15 forwarding a copy of letter dated March 14, from Edward J. Clark, attorney, on behalf of the Newport Construction Company, in which Mr. Clark advises that the Newport Construction Company's claim against M. L. O'Neil & Son has been paid in full.

Thank you for this information.

Yours very truly,

HBG:MC

Secretary

REFERRED TO
McFarland
BY SECRETARY

March 16, 1940

Great American Indemnity Co.,
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are in receipt of information from Edward J. Clark, Attorney for Newport Construction Company, advising that Newport Construction Company's claim for shovel rent against M. L. O'Neil & Son, in connection with State Highway Contracts Nos. 2157 and 2171, has been settled.

This information is given you as you appear as surety on the bonds furnished in connection with each of these jobs.

Yours very truly,

Secretary

HBG:MC

cc - M. L. O'Neil & Son
Eugene, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

MAR 16

March 15, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information, a copy of a letter from Edward J. Clark, Portland, advising that the notice of claim by Newport Construction Company against M. L. O'Neil & Son has been satisfied.

Very truly yours,

Secretary of State

S:FM
enc. 1

ACKNOWLEDGED
H B GLAISYER

COPY

Law Offices of
EDWARD J. CLARK
Portland, Oregon

March 14, 1940

Hon. Earl Snell,
Secretary of State,
Salem, Oregon

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Please be advised that Newport Construction Company has reached a compromise settlement in full of the claims for shovel rental against M. L. O'Neil & Son and its bond, as set forth in the Company's Notices of Claim dated February 10, 1940, filed with you, in the matter of contracts numbered 2157 and 2171.

My client, Newport Construction Company, advised me yesterday of this settlement and asked that I take any action necessary to note such satisfaction in your records. I understand such a letter as this is the usual manner of clearing the record.

Very truly yours,

EDWARD J. CLARK
310 Oregon Building

#2157+
#2171

MAR 15

March 14, 1940

Hon. Earl Snell,
Secretary of State,
Salem, Oregon

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

Please be advised that Newport Construction Company has reached a compromise settlement in full of the claims for shovel rental against M. L. O'Neil & Son and its bond, as set forth in the Company's Notices of Claim dated February 10, 1940, filed with you, in the matter of contracts numbered 2157 and 2171.

My client, Newport Construction Company, advised me yesterday of this settlement and asked that I take any action necessary to note such satisfaction in your records. I understand such a letter as this is the usual manner of clearing the record.

Very truly yours,

Edward J. Clark
310 Oregon Building

REFERRED TO [illegible]
BY SECRETARY

[illegible]

[illegible]

h 15th, 1940

NOTED
Highway Engineer

COST ANALYSIS-FINAL REPORT

Jordan Valley Secondary Highway, Hooker Creek-Jordan Valley Section
Contract 2171 Prefix 123-1021
M. L. O'Neil & Son, Contractors
Edward Chidsey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$423.20	100%			$800.00
Trench Excavation	65.40	109.5 cu. yd.	0.60	0.75	82.13
Excavation, Single Class	4,183.94	49,944.8 " "	0.084	0.16	7,991.17
Overhaul	574.31	57,431 yd. sta.	0.01	0.01	574.31
Truck Haul	456.53	5,072.5 yd. mi.	0.09	0.09	456.53
Finishing Roadbed & Slopes	626.00	5.24 Miles	120.00	150.00	786.00
Rounding Cutbanks	275.68	7,091 lin. ft.	0.04	0.06	425.46
24" Corr. Iron Pipe	102.43	46 " "	2.23	2.75	126.50
18" Concrete Pipe	908.50	518 " "	1.75	2.00	1,038.00
24" " "	292.70	117 " "	2.50	2.50	292.50
Salvaging Culvert Pipe	38.50	110 " "	0.35	0.35	38.50
Gravel Topping	2,863.85	13,539 cu. yd.	0.21	0.19	2,572.41
Hauling Gravel Topping	4,049.38	43,021.5 yd. mi.	0.094	0.09	3,871.94
PA #1, 30" Corr. Iron Pipe	112.30	30 lin. ft.	3.74	4.50	135.00
PA #2, 12" Concrete Pipe	208.68	186 " "	1.12	1.30	241.80
Deduction, Excess Engineering					- 184.57
	$15,181.40				$19,247.68

Gross Revenue	$19,247.68
Total Cost	15,181.40
Net Profit	$4,066.28

Net Profit Equals 21.1% of Gross Revenue

Hooker Creek-Jordan Valley Section

Detail of Cost

Labor:

Supervision (M. L. O'Neil, 2 mos. at $200.00)	$400.00	
Labor	2,026.50	
State Industrial Accident Insurance	60.80	
Social Security & Unemployment Insurance	81.06	
		$2,568.36

Materials:

24" Corr. Iron Pipe		46	lin. ft.	at $1.78	$81.88	
24" " " "	Bands	1	each	" 2.15	2.15	
30" " " "		30	lin. ft.	" 3.04	91.20	
30" " " "	"	1	each	" 3.10	3.10	
12" Concrete Pipe		186	lin. ft.	" 0.88	163.68	
18" " "		519	" "	" 1.50	778.50	
24" " "		117	" "	" 2.10	245.70	
						1,366.21

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$3,460.00	
Gas, Oil and Grease	807.52	
Servicing Expense	150.00	
Bond	192.48	
Home Office	192.48	
		4,802.48

Sub-Contract, C. E. Sillbaugh

Gravel Topping	13,539	cu. yd.	at $0.19	$2,572.41	
Hauling "	43,021.5	yd. mi.	" 0.09	3,871.94	
					6,444.35
					$15,181.40

Hooker Creek-Jordan Valley

REMARKS:

This contract consisted of the grading and topping of 5.24 miles of roadway. It was bid and awarded April 7th, 1939; work was started on May 8th and finished November 13th.

The clearing and grubbing material on this project consisted of sagebrush of medium size. A cat and carryall was used to clear and pile the material, after which a crew of men disposed of the piles by burning. The cost amounted to about $80.00 per mile.

A crew of four men then made the culvert pipe installation. After this the cat operator was the only employee on the project until finishing operations were begun. The grading work was started on May 12th and continued at the rate of eight hours per day for five days a week until October 7th, at which time the cat and carryall had operated a total of 776 hours to excavate and move 49,944.8 cubic yards. This quantity consisted of approximately 80% of loose topsoil and 20% of consolidated material of fine composition that required the use of a ripper in order to break it up so that the scraper could excavate. While working in the hard material the ripper was used about one-fourth of the cat time. For the total excavation quantity the scraper maintained an average of nearly 70 cu. yds. an hour on an average haul of about 500 feet.

Due to the skill and careful workmanship of the cat operator, the cut slopes were carried to such close lines that very little excavation was required in the finishing slopes by use of a No. 12 cat motor patrol. The finishing of grade was also a simple process as the cuts and fills had been carried nearly to grade in the excavation operations and was accomplished with the cat and scraper at the rate of about a mile a day.

For the duration of this job not one hour of lost time was experienced as a result of breakdowns. This is quite remarkable and speaks well for the cat operator as the cat was practically in need of an overhaul when brought on the job.

A garage man in Jordan Valley contracted the servicing of the equipment. The topping work was sublet to C. E. Silbaugh at bid prices, but the contractor, however, had to strip the gravel pit.

This contract was seemingly bid quite low, but due to short distance of movement of material, absence of non-productive labor and overhead, ideal weather and highly qualified cat operator, the costs were kept extraordinarily low.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FAS 32-A-1

March 11, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2171, for the construction of the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway in Malheur County, has been completed by the contractors, M. L. O'Neil & Son, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 21, 1940.

The State has been advised of a claim by the Newport Construction Company against C. E. Silbaugh, sub-contractor for equipment rental, in amount of $550.00. You are advised that the State assumes no responsibility for the above claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $19,247.68, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

[illegible]

COPY

February 13, 1940

Great American Indemnity Co.,
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of two claims which Newport Construction Company has against the bond furnished by M. L. O'Neil & Son in connection with State Highway Contracts Nos. 2157 and 2171, covering construction of the Tudor Ranch-Blue Mountain Pass Section of the I. O. N. Highway, and the Jordan Valley-Hooker Creek Section of the Jordan Valley Secondary Highway, respectively. These claims represent shovel rental furnished C. E. Dilbaugh, subcontractor under M. L. O'Neil & Son on the above-mentioned jobs. The amount of rental due on the Tudor Ranch-Blue Mountain Pass project is $1,050.00, and that due on the Hooker Creek-Jordan Valley section is $550.00.

This information is furnished you insasmuch as you appear as surety on the bond furnished in connection with the above-mentioned contracts.

Yours very truly,

Secretary

HBG:MC
cc - M. L. O'Neil & Son
Jordan Valley, Oregon

[illegible] 32-7- #3171

C
O
P
Y

February 13, 1940

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

This acknowledges receipt of your notices of claims against C. E. Silbaugh, subcontractor under M. L. O'Neill & Son, one being in the sum of $1,050 covering rental of a shovel used in connection with the Tudor Ranch-Blue Mountain Pass Section of the I.O.N. Highway, in Malheur County, and the other being in the amount of $550 representing rental of a shovel used in connection with the construction of the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County.

We are noting these claims in the records of these jobs and, in accordance with our usual practice, we are notifying the original contractor and his surety that the claims have been filed.

I presume that you have filed your notices with the Secretary of State, in accordance with the provisions of Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

Yours very truly,

HBG:MC

Secretary

STATE OF OREGON)
SS
COUNTY OF Multnomah)

Notice of Claim under
Section 67-1101 Oregon
Code 1935, as amended.
Contract No. 2171

To the State of Oregon and the Oregon State Highway Commission:

Notice is hereby given that the undersigned, Newport Construction Company, a corporation of Oregon, has a claim for the reasonable and agreed rental of one ½ yard Northwest Shovel, owned at all the times herein mentioned by claimant (being in effect material furnished by claimant to C. E. Silbaugh, subcontractor of M. L. O'Neil & Son, a partnership consisting of M. L. O'Neil and Robert J. O'Neil) in the sum of $550.00 against the bond taken from said M. L. O'Neil & SOn, as contractors, under contract No. 2171 between the State of Oregon by and through the Oregon State Highway Commission, on the one part and said M. L. O'Neil & Son, as contractors, and Great American Indemnity Company, its surety, for the work of grading the Hooker Creek-Jordan Valley section of the Jordan Valley Secondary Highway, in Malheur County, Oregon; said contract having been completed November 13, 1939, and accepted by the State of Oregon on Decmeber 8, 1939, concerning which contmact said bond was taken. The shovel was so used at a reasonable rental of $500.00 per month for a period beginning October 2, 1939, to and including November 4, 1939, - period of one month and three days, making a total rental owing and unpaid claimant of $550.00, no part of which has been paid.

Dated at Portland, Oregon, this 10th day of February, 1940.

Newport Construction Company
By H. P. Newport
President

Corporate Seal

By Robt Brooke
Secretary

RECEIVED

January 25, 1940

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son on Contract No. 2171, for the construction of the Hooker Creek-Jordan Valley Section of the Joddan Valley Secondary Highway in Malheur County. This payment will be made on or after February 5, 1940.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

December 5, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAS 32-A (1), Hooker Creek-Jordan Valley Section ________, was made by a representative of this office on November 29, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Senior Highway Engineer.

Form 338—5M—7-38

O ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1939

Section Hooker Creek- Jordan Valley

Kind of work Grading, Surfacing

Highway Jordan Valley Secondary

Section prefix 123-1021

Contractor M. L. O'Neil and Son

Contract number 2171

Date of contract April 7, 1939

Date of completion October 31, 1939

Date work started May 8, 1939

Estimated date of completion November 13, 1939

Amount of contract $ 21,988.00

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $ 20,500.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 1660.00, %

Date project was completed November 13, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished work on this project on Monday of this week.

There will be a delay of three or four weeks in getting out the final estimate as work on another project will require the entire personell of my party for the next ten days.

NOTED
H. N. HACKETT

NOTED
RAY WEBBER

Signed E. H. Chid

Address Juntura Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

TATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.24	5.24			
Miles partially completed					
Miles completed	5.24	5.24			
Total estimated quantities	50,000	13,500			
Estimated quantities moved or placed to date	50,000	13,500			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		work completed to-day
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FAS 32-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
[illegible] 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
Oregon FAS 32-A (1)
Hooker Creek-Jordan Valley Sec.
Jordan Valley Highway

September 13, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Iron

wa4pr-1519

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 32-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of July, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of March, 1939, a project statement, which was approved by the Secretary on the 28th day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 22d day of March, 19 39; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, five hundred twenty and 00/100 dollars ($14,520.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920; (Include date and citation of

Chapter 248, laws 1931.
act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5268+75 on Basset Street at Main Street in Jordan Valley, and survey station 5545+75 in the SW 1/4 Section 11, T. 29 S., R. 46 E., W. M., (excepting therefrom that portion between survey station 5521+27.4 and survey station 5521+57.4)

, length 5.240 miles, in Malheur County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 32, consisting of 5.240 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

Wh[illegible] document the
term [illegible] of
Agriculture [illegible]
[illegible]
Works [illegible]
required [illegible]
First Plan [illegible] reorganization
under the Reorganization Act of 1939.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of fourteen thousand, five hundred twenty and 00/100 dollars ($14,520.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-four thousand, one hundred eighty-five and 00/100 dollars ($24,185.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927; Chapter 248, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of AUG 25 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ______
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By H. J. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 32-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 24,185.00 as the total estimated cost of said project, and the sum of $ 14,520.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

AUG 25 1939

Done at the city of Washington, this ______ day of ______________________

one thousand nine hundred and ______________________

FEDERAL WORKS ADMINISTRATOR,
~~Secretary of Agriculture,~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 32-A (1),
Hooker Creek-Jordan Valley Section
of the Jordan Valley Highway

July 1, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Highway Engineer

Enc.

RECEIVED
MAY 16 1939
FOR FILING

FAS 32-(1)

May 10, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Hooker Creek-Jordan Valley Section, Project No. FAS 32-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 32-A(1)

ROCKIE CREEK-JORDAN VALLEY SECTION

OF THE JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1939

Work Within City of Jordan Valley
(Sta. 5268+75 to 5322+22.9)

All Required		Clearing and Grubbing	$ - -	$ 155.00
40	cu. yds.	Trench Excavation	.75	30.00
3,800	cu. yds.	Excavation, Single Classif.	.16	608.00
3,500	yd. sta.	Overhaul	.01	35.00
800	yd. mi.	Truck Haul	.09	72.00
1.01	miles	Finishing Roadbed and Slopes	150.00	151.50
1,000	lin. ft.	Rounding Cutbanks	.06	60.00
130	lin. ft.	12" Corr. Iron Pipe	1.30	169.00
50	lin. ft.	18" Concrete Pipe	2.00	100.00
20	lin. ft.	Salvaging Culvert Pipe	.35	7.00
2,800	cu. yds.	Gravel Topping	.19	532.00
3,000	yd. mi.	Hauling Gravel Topping	.09	270.00
300	cu. yds.	Filler	.20	60.00
300	yd. mi.	Hauling Filler	.09	27.00
100	M-gal.	Sprinkling	2.00	200.00
			Subtotal	$ 2,476
			10% Engr. & Cont.	247
			Total	$ 2,723

Length	1.013 miles
Cost per mile	$ 2,688

Work Outside City (Sta. 5322+22.9 to 5545+75)

All Required		Clearing and Grubbing	$ - -	$ 645.00
110	cu. yds.	Trench Excavation	.75	82.50
49,200	cu. yds.	Excavation, Single Classif.	.16	7,872.00
76,500	yd. sta.	Overhaul	.01	765.00
1,600	yd. mi.	Truck Haul	.09	144.00
4.23	miles	Finishing Roadbed and Slopes	150.00	634.50
11,500	lin. ft.	Rounding Cutbanks	.06	690.00
20	lin. ft.	18" Corr. Iron Pipe	1.80	36.00
20	lin. ft.	24" Corr. Iron Pipe	2.75	55.00

600	lin. ft.	18" Concrete Pipe	$ 2.00	$ 1,200.00
120	lin. ft.	24" Concrete Pipe	2.50	300.00
90	lin. ft.	Salvaging Culvert Pipe	.35	31.50
11,200	cu. yds.	Gravel Topping	.19	2,128.00
42,000	yd. mi.	Hauling Gravel Topping	.09	3,780.00
1,200	cu. yds.	Filler	.20	240.00
1,200	yd. mi.	Hauling Filler	.09	108.00
400	M-gal.	Sprinkling	2.00	800.00
			Subtotal	$ 19,511
			10% Engr. & Cont.	1,951
			Total	$ 21,462

Length of Roadway	4.227 miles
Length of Bridge	.006 mile
Total Length	4.233 miles
Cost per mile, Roadway	$ 5,077

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 2,723	$ 1,635	$ 1,088
Work Outside City	21,462	12,885	8,577
	$ 24,185	$ 14,520	$ 9,665

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 248, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 248, laws 1931

RECEIVED
MAY 10 1939
FOR [illegible]

May 9, 1939

E. L. O'NEIL & SON
Jordan Valley, Oregon

Dear Sirs:

On April 27 we forwarded to you by express, to your Eugene address, a fully executed copy of your contract, No. 2171, Jordan Valley Section, in Malheur County.

We have today received notice from the railway express agency in Eugene, that they are holding the package and have received no response to a notice sent to you by mail. Will you please arrange to have this contract picked up.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

cc - Railway Express Agency, Eugene

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

Eugene, Ore.

Street address where shipment is held

City 5 State 6 39

Emr 19

You are notified that
- Article
- C. O. D. or Collection $ 4 28 9

Forwarded by you on 19

Addressed to M L O'Neil & Son

Paid

charges $

Your invoice or Identification No.

Remains in this office undelivered because No response to postal notices

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No.

Agent

SEE OTHER SIDE (566—6-33 PRINTED IN U.S.A.)

April 27, 1939

n Indemnity Company
Reed Insurance Agency
ing
gon

e sending to you today, by express, a
d copy of Contract No. 2171 which was
L. O'Neil & Son on April 7, 1939, for
ooker Creek-Jordan Valley Section of
the Jordan Valley Secondary Highway, in Malheur
County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

Secretary

JM:AM

RECEIVED
APR 28 1939
FOR FILING

2A 32 A-1

April 27, 1939

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2171 which was awarded to M. L. O'Neil & Son on April 7, 1939, for grading the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JM:AM

Secretary

April 27, 1939

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2171 which was awarded to you on April 7, 1939, for grading the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County. This is for your records and files.

Very truly yours,

JM:AM

Secretary

[illegible] 32 RL-1

April 10, 1939

M. L. O'NEIL & SON
Route 1
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2171 which was awarded yo you by the State Highway Commission on April 7, 1939, covering the grading of the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages and relating to the payment by the contractor of the amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
APR 10 1939

April 8, 1939

M. L. O'Neil & Son

Jordan Valley, Oregon

Gentlemen:

The State Highway Commission on April 7, 1939, awarded you the contract for 5.24 miles grading on the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary Highway, in Malheur County. This award was based on your low bid of $21,988 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

RECEIVED
MAY 1 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 32A

April 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 32-A (1), the Hooker Creek-Jordan Valley section of Jordan Valley Secondary Highway, to M. L. O'Neil & Son, Jordan Valley, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
MAY 1 1939

RECEIVED
MAR 23 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 32-A(1)

March 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary project FAS 32-A (1), the Hooker Creek-Jordan Valley section of the Jordan Valley Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Since the bridge is obviously an exception to this project, we have used 5.240 miles as the length of the project. Please show the correct figure on the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 16 1939
FOR [illegible]

March 11, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Hooker Creek-Jordan Valley Section, Project No. FAS 32-A (1). Five copies of a statement concerning the status of right of way is likewise enclosed.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

HOOKER CREEK-JORDAN VALLEY SECTION

PROJECT NO. FAS 32-A (1)

While negotiations for right of way are in progress, some three parcels have not been acquired, nor has right to occupy and use these parcels been secured, but it is now believed that the right of way can be made fully available within 21 days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

March 11, 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 32-A (1)

HOOKER CREEK-JORDAN VALLEY SECTION OF THE JORDAN VALLEY HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement).

Salem, Oregon, March 11, 1939.

Work Within City of Jordan Valley (Sta. 5268+75 to 5322+22.9)

All Required	Clearing and Grubbing		$ 150.00
40 cu. yds.	Trench Excavation	$1.00	40.00
3,800 " "	Excavation, Single Classification	0.22	836.00
3,500 yd. sta.	Overhaul	0.015	52.50
800 yd. mi.	Truck Haul	0.12	96.00
1.01 miles	Finishing Roadbed & Slopes	200.00	202.00
1,000 lin. ft.	Rounding Cutbanks	0.10	100.00
130 " "	12" Corrugated Iron Pipe	1.00	130.00
50 " "	18" Concrete Pipe	2.00	100.00
20 " "	Salvaging Culvert Pipe	0.80	16.00
2,800 cu. yds.	Gravel Topping	0.25	700.00
3,000 yd. mi.	Hauling Gravel Topping	0.11	330.00
300 cu. yds.	Filler	0.40	120.00
300 yd. mi.	Hauling Filler	0.15	45.00
100 M-Gals.	Sprinkling	1.50	150.00
	Sub-total...............		$3,067.
	10% Engr. & Cont.......		306.
	Total..................		$3,373.

Length	1.013 miles
Cost per Mile	$3,329.

Work Outside City (Sta. 5322+22.9 to 5545+75)

All Required	Clearing and Grubbing		$ 550.00
110 cu. yds.	Trench Excavation	$1.00	110.00
49,200 " "	Excavation, Single Classification	0.22	10,824.00
76,500 yd. sta.	Overhaul	0.015	1,147.50
1,600 yd. mi.	Truck Haul	0.12	192.00
4.23 miles	Finishing Roadbed & Slopes	200.00	846.00
11,500 lin. ft.	Rounding Cutbanks	0.10	1,150.00
20 " "	18" Corrugated Iron Pipe	2.00	40.00
20 " "	24" " " "	3.00	60.00
600 " "	18" Concrete Pipe	2.00	1,200.00
120 " "	24" " "	3.00	360.00

90	lin. ft.	Salvaging Culvert Pipe	$0.80	$ 72.00
11,200	cu. yds.	Gravel Topping	0.25	2,800.00
42,000	yd. mi.	Hauling Gravel Topping	0.12	5,040.00
1,200	cu. yds.	Filler	0.40	480.00
1,200	yd. mi.	Hauling Filler	0.15	180.00
400	M-Gals.	Sprinkling	1.50	600.00
			Sub-total..........	$ 25,651.
			10% Engr. & Cont...	2,565.
			Total..............	$ 28,216.

Length of Roadway	4.227	miles
" " Bridge	.006	"
Total Length	4.233	"
Cost per Mile, roadway	$6,665	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Work Within City	$ 3,373.	$ 2,025.	$ 1,348.
Work Outside City	28,216.	16,935.	11,281.
	$31,589.	$18,960.	$12,629.

FORM 5-M-1 5M 9-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION
Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON

RECEIVED
MAR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE REFER TO FILE NO.

March 6, 1939

Current
Projects
Secy

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith revised estimate of cost on the Hooker Creek-Jordan Valley Section of the I.O.N. Highway. The oiling has been eliminated and the gravel topping thickness reduced to approximately 4 inches in order to bring the cost of the project within the $25,000 available. The thickness of gravel topping would be practically 1 inch more than used on the I.O.N. Highway between McDermitt and Jordan Valley.

Will you please correct the special provisions submitted for this project in accordance with the revised estimate?

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 4th, 1939

See me

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

REFERRED TO
Mr. Smith
State Highway Engineer
See me.

Dear Sir:

On the Hooker Creek-Jordan Valley Section we seem to have failed to increase the budget when we provided for oiling, and there is still only $25,000 carried in the budget.

There does not seem to be definite information on file as to what was originally intended so it would seem advisable to eliminate the oiling and reduce the thickness of the topping to about six inches. It is somewhat illogical and expensive to do this small amount of oiling until we are ready to do a major oiling project on the I.O.N.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-M-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 1, 1939

IN REPLY PLEASE
REFER TO FILE NO.

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Projects
Sec.

FILED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am forwarding to you herewith profile tracing of that section of the Jordan Valley Secondary Highway between Hooker Creek and the junction of the I.O.N. Highway, a distance of approximately one-half mile. The profile tracing includes a revised summary for the entire Jordan Valley-Hooker Creek Section. I am also enclosing a revised estimate of cost to include the additional mileage.

We are preparing right of way descriptions for this portion of the project and they will be forwarded to you either today or tomorrow.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

ORM 3-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

FOR FILING

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Project
Secondary

September 19, 1938

IN REPLY PLEASE REFER TO FILE No.

RECEIVED
1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I concur in your belief that a better oiling job would result on the Hooker Creek-Jordan Valley section if we screened the materials and used specified amounts for a type O-30 specification. You will, therefore, please change the specification covering mineral aggregate to provide for the following quantities of screened gravel:

3/4" - ½" materials,	450 cu.yd.
½" - ¼" "	225 cu.yd.
¼" - 0 "	170 cu.yd.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 16 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 15th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the specifications for oiling on the Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary #450.

The amount of oil you have specified is equivalent to about 40 gallons per cubic yard, which is very much in excess of that normally used. It seems to me that if you are going to use .35 gallon for the main spread that you would have to use the same type of aggregate you have used on the Baker-Homestead job, for instance:

2. Order and Rates of Spreading
   a. Main Course

Spread bituminous cement	0.35 gal. per sq. yd.
Spread 3/4" - ½" aggregate	0.008 cu. yd. per sq. yd.
Spread ½" - ¼" aggregate	0.004 " " " " "
Spread ¼" - 0" aggregate	0.003 " " " " "

I think you could get an adequate job even though the aggregate were merely screened and not crushed.

If you are afraid of not getting an adequate job with the 3/4" round material, it seems to me necessary to reduce the .35 spread to about .25 and separate the aggregate into ½" - 1/8" and ¼" - 0.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 16 1938
FOR FILING

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Projects
Secondary

September 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As requested in your letter of September 6, I am submitting herewith revised special provisions and estimated cost for the grading, surfacing and oiling of the Hooker Creek-Jordan Valley Section, Jordan Valley Secondary No. 450.

These specifications have been revised to provide for 8 inches of gravel topping sufficient for stabilization and an oil mat surface treatment. The oil mat surface treatment as called for in my plans is somewhat of an orphan specification. The job is too small to warrant crushing of mineral aggregate, so I am contemplating the use of 1/2 inch to 0 screened gravel as a cover coat for the application of SC-6 road oil. I believe this will make a satisfactory job and it is worth trying to see what the results will be.

Special provisions for this project were submitted to you under date of November 24, 1936 and I have revised pages 1 and 7 and added thereto 8 to 11 inc. Sheets 2 to 6 inclusive of the Nov. 24, 1936 submission need no changes and you may use them as they were submitted.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 8-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 12 1938
FOR FILING
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Projects
Secondary

September 6th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

The Hooker Creek-Jordan Valley Section of the Jordan Valley Secondary No. 450 is scheduled for letting in early spring. The last specifications received for this project were those prepared on November 24th, 1936, which contemplated a P.W.A. project; and, it is my remembrance that you informed me that some changes would be desirable.

Will you kindly revise these specifications as soon as convenient so that the work can go forward in the drafting room.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 9-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 4 1938
FOR FILING

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20 Misc

May 2nd, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In regard to the Hooker Creek-Jordan Valley Section, I beg to advise that a revision of the program sometime ago transferred this to the 1939 funds so that it will not be possible to let it this season from those funds. However, the original P.W.A. applications have been reinstated and it may be possible that it will be financed through that set-up. Therefore, specifications and plans should be submitted immediately.

We have been getting some very low bids lately so that I would suggest you revise your estimates in accordance with the prevailing prices and if possible provide a light oil two-course prime coat for the project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 2128 Ends with: Contract # 2171

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 32 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak [illegible] AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 14 day of May, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden